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COVER THE EARTH

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The Hongkong Telegraph.

FOUNDED 1851 號三月八日 禮拜二 TUESDAY, AUGUST 2, 1921. 日九月六 SINGLE COPY: 10 CTS. 100 PER AN. UN.

Dutch-Bay White and Red Lead

ANDERSEN & CO. LTD.

ADJUDICATING UPON UPPER SILESIA.

Supreme Council to Consider Plebiscite Result.

(Reuter's Service.)

London, August 1. In the House of Commons at question time, Mr. Lloyd George was cheered when he announced that a satisfactory arrangement had been reached with France for a meeting of the Supreme Council to adjudicate upon the results of the Upper Silesian plebiscite. The first business would be to decide whether, pending an announcement of the adjudication, a despatch of reinforcements to the plebiscite area was necessary. The British, French, and Italian Ambassadors had meantime notified the Berlin Government to be ready to facilitate the transit of Allied troops.

Replying to supplementary questions, Mr. Lloyd George believed that the reports of the commissions of experts which met at Paris last week to examine the lines of settlement, would be ready by August 8. Col. Wedgwood interjected, "Will the Germans get a straight deal?" Mr. Lloyd George replied that it was "the business of the British Government to see that Poles and Germans alike got a straight deal." He believed that the plebiscite would be one of the subjects of discussion.

London Expects an Early Decision.

Reuter learns that M. Briand to-day agreed to the British proposal that the Supreme Council meet at Paris on the 8th inst. Mr. Lloyd George and Lord Curzon, with Foreign Office and Cabinet officials, will leave London on the 7th inst. Although French papers talk of protracted sittings, it is believed in London that the meeting will only last a few days, owing to the most urgent business awaiting the British Ministers in London.

The Italian Premier and the Foreign Minister will attend the meeting. The latest telegrams show that absolute calm prevails in Upper Silesia.

Lord d'Abernon has been instructed to co-operate with his French and Italian colleagues in notifying the German Government to be ready to facilitate the passage of Allied forces to Silesia.

TURCO-SOVIET RELATIONS.

Extensive Bolshevik Aid for Kemalists Alleged.

Constantinople, August 1.

Reports from Asia indicate an increasing intimacy in the Turkish-Soviet relation. Generals Brusiloff and Neklioff have arrived at Angora and Sivas respectively. It is reported that the Soviet is selecting soldiers belonging to the Moslem faith for despatch to Anatolia to help the Kemalists.

A Helsinki message states that the Soviet authorities are alarmed at the threat of the starving troops in Eastern Russia to march to Moscow, and thence westward to get food, and are frantically taking measures to arrest the invasion of indisciplined hordes.

Greek Thanksgiving.

Athens, August 1.

King Constantine and the Premier, M. Gounaris, ceremoniously entered Ekelesbair. A solemn thanksgiving was conducted by the Greek Metropolitan, after which the King reviewed the troops.

DEATH OF LORD REAY.

A Former Governor of Bombay.

London, August 1.

The death of Lord Reay is announced. [The deceased peer, born in 1859, was the eleventh Baron Reay. Rector of St. Andrew's University 1884-86. Lord Reay was next appointed Governor of Bombay, a post he held for five years, and was subsequently Under Secretary for India. Other distinctions were the Presidency of the Royal Asiatic Society, the British Academy, and University College, London.]

AUSTRALIANS v. SOUTH WALES.

Century by Bardsley.

London, August 1.

At Swansea before ten thousand spectators in cloudy weather, the Australians scored 451 for S. Bardsley by good all-round play made 122, including a six and thirteen fours. Macartney scored 63, while Taylor made 73 by vigorous cricket, including a six and ten fours. Armstrong is 76 not out. In consequence of overnight rain the wicket was soft and easy.

DISCONTINUATION OF AIRSHIP SERVICE.

Capt. Guest's Surprising Announcement.

London, August 1.

In the House of Commons at question time, Capt. Guest stated that the airship service will be discontinued from to-day, failing a contrary decision by the Imperial Conference. No provision for airships is to be made in next year's Estimates unless this policy is changed.

CONVENTION OF NEGRO PEOPLES.

Ambitious Programme.

New York, August 1.

The Second International Convention of Negro Peoples, which has opened with fifty thousand delegates from America, Europe, Asia, and Africa, includes "the Provisional President of Africa." The convention will sit throughout August. It anticipates achieving great things in connection with the future government of the negro race throughout the world.

U.S. RELIEF FOR RUSSIA.

Famine Sufferers to be Assisted now that American Prisoners Released.

Washington, August 2.

Mr. Hoover states that as American prisoners in Russia have been released, relief will be sent immediately, the first shipment being made to the Petrograd area from Danzig.

(Other Telegrams on Page 2.)

INDO-CHINA S. N. CO. SUMMONED.

Opium in the Chain Lockers.

In Magistrate Orme's Court to-day the Indo-China Steam Navigation Company, the agents for whom are Messrs. Jardine, Matheson and Co., Ltd., were summoned for allowing their vessel, the Kum Sang, to be used for the transport of opium. Mr. N. L. Smith conducted the case for the Crown and defendants were represented by Mr. A. H. Crew.

It is a most mysterious case. Both parties were agreed that it was impossible to place the opium in the chain lockers, where it was found, without removing the chains, and for the defence it was contended that the cables had not been removed since the ship was in dock undergoing her annual overhaul, in January, Mr. Crew calling several responsible witnesses in support of that.

Evidence of the finding of the opium was given by Revenue Officer Ward. He went on board the Kum Sang on July 9th, and after the cables had been removed from both the starboard and port chain lockers and after the bottom boards had been removed, he discovered in the starboard locker 40 bags of raw opium, and in the port locker one bag containing four balls of raw opium and a 5 lb. tin of prepared opium and some more prepared opium wrapped in some leaves in a hole where the wood had been cut away.

Cross-examined, witness said to remove the chains would cause a great deal of noise and everyone in the ship would know that it was being done. There would be no way of putting the opium in the locker other than by removing the cable.

Mr. Crew said the Indo-China Steam Navigation Co., whose managers were Messrs. Jardine, Matheson, were well-known in the Far East and had been running ships around the China coast for a great number of years and throughout that period it had been their one endeavour to suppress smuggling. At one stage they were even assisting the Government financially to put special searches on their ships, but this was eventually discontinued as it was found that they were no use.

This ship was searched on July 5th two days before she came into Hongkong and a similar search took place before entering every port, these searches being carried out by the ship's officers. The Company had standing regulations which compelled that search. At their own expense, they published and sent to their own vessels, in Chinese and in English, notices stating that a reward would be given for information leading to the seizure of opium. These notices were posted up in various parts of the ship. Messrs. Jardine, Matheson, acting for the Indo-China S.N. Co., had done everything in their power and had been assisted by their officers to prevent smuggling. The chief officer was in charge of the chain lockers and it was impossible to put the opium in them unless the lockers were empty. The chains each weighed a matter of some thirty tons and one link weighed a matter of 37 lbs. There was only one period in each year when the chain lockers were empty and that was during the ship's overhaul in Hongkong, in January. The chains were then run out and the lockers were scraped and painted, the work being done by the Dock Company's men and the employees of the Chinese contractor. It was a very important point that it was impossible to run out the whole of the chain without everybody on the ship knowing all about it. The only thing he could suggest was that the opium was put where it was found when the ship was in dock. He submitted that such was the case and when it was found unprofitable because the opium was locked up for a year, those who put it there thought the best way would be to cut their losses on the opium, report that it was there and get the reward offered by the Government. Mr. Crew suggested that the officers did all they could to find any opium that

We have to-day received from America the first pictures of the Dempsey-Carpentier fight. They were conveyed across America by special aeroplane, and put aboard the S.S. Silver State just prior to her departure from Seattle.

Johnny Kilbane, the American Featherweight Champion, writing his impressions of the fight says:—The next logical opponent for Champion Jack Dempsey is Tommy Gibbons.

Gibbons would have put up a better fight against Dempsey than Georges Carpentier did. Carpentier was knocked out because he didn't use those famous brains of his; because he failed to stay out of the clinches. Boxing was the method by which Georges could have won. He was advertised as a better and more skilful boxer than Dempsey,

and he proved this superiority beyond the shadow of a doubt. Georges was a fool not to stand up and box all the time. Whenever he boxed he easily beat Dempsey. Dempsey had more weight, more strength and more stamina. This overcame Carpentier's greater speed and boxing skill.

Carpentier lost because he let himself get into clinches where Dempsey, with his 20 pounds of excess weight, could lay that weight against him and wear him out and weaken him with short jabs.

In spite of Carpentier's handicap of choosing the wrong method of fighting, he fought an even fight up to the fatal fourth round. It was plain to me that Dempsey was beating him in the first round in the clinches by using short uppercuts, mostly left.

might be concealed on the ship, but they could not find it there. It was easy for the Revenue Officers to come into the box and say, "We found this and that; however we are." The Revenue Officer went on board with the object of searching one place and one place only. He could prove that every precaution had been taken and that they had done their utmost to stop smuggling and he submitted that the summons should be dismissed.

The Magistrate said he wanted Mr. Crew to get down to the servants and crew. He did not suppose that the Company or officers did not take all the necessary precautions, but the onus was thrown on them. Mr. Smith said he did not realise that the question about the opium being deposited aboard the ship at Hongkong to be taken out again at Hongkong was going to be brought in. He could call a witness to prove that the opium had not been lying there all that time and if the opium was put there subsequently the chains must have been taken out.

Mr. Crew replied that the cable was 135 fathoms in length and he could prove that never more than ninety fathoms were taken out.

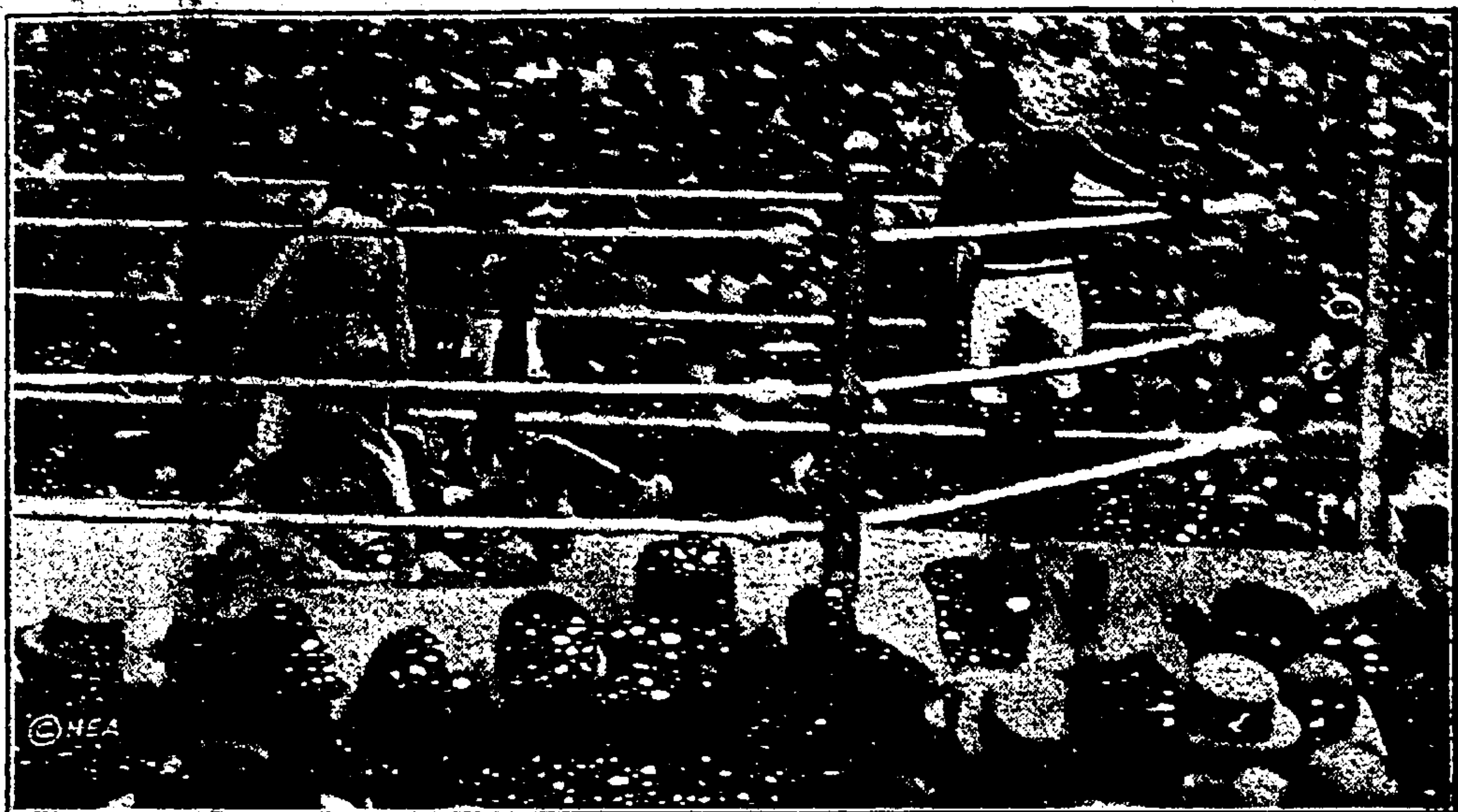
Evidence in support of Mr. Crew's statement was given by Captain F. Wheeler, Marine Supt. of Messrs. Jardine, Matheson and Co., Capt. Thomas Grant, of the Kum Sang, Mr. W. Hop ins, Chief Officer, and A. J. B. Lambie, formerly Chief Officer of the Kum Sang.

During this evidence, Mr. Crew said the only explanation he could give was that the opium was put in the chain lockers during the ship's overhaul, as the cable had never been out since that time and it was impossible to put the opium there unless the cable was cut.

DEMPEY-CARPENTIER FIGHT.

FIRST PICTURE OF KNOCK-OUT.

Why Carpentier Lost.



The end of the fight. This shows Georges Carpentier, after he went down in a heap from the effect of Dempsey's vicious right to the jaw. Unable to rise, Carpentier held up one arm as if in protest against the referee counting him out. Dempsey, confident that the challenger will not rise again, nevertheless in keeping a wary eye on him.

EARLIER SPECIAL TELEGRAMS.

A SHANGHAI MURDER.

Shanghai, August 1.

A twenty year old, well dressed Chinese girl has been found dead in a room of a Wing On Hotel. There have been no arrests and the affair is a mystery.

Later. The police have the murder of the girl at the Wing On Hotel, he having left letters indicating murder followed by suicide.

STORM BREAKS HEAT WAVE.

Shanghai, Aug. 1.

A thunderstorm to-night has slightly broken up the heat wave. 200 persons were prostrated, including 20 foreigners. Several Chinese have died. Father Le Cornet, a Jesuit priest, who was prostrated on Sunday evening was dead at midnight. The heat indirectly caused Mr. Gayot's death.

ARMY HUTS AS HOUSES.

Army huts purchased by Bethnal Green Council London for conversion into dwellings are now being sold, the Health Ministry having refused to agree to the scheme.

Mr. Smith said in that case it would have to remain in the chain lockers for a whole year before it could be taken out again.

The Magistrate: A sort of fixed deposit. (Laughter). The case is proceeding as we go to press.

APPEAL COURT CASE.

New Trial Commenced.

In the Supreme Court this morning, before Mr. Justice Gompertz, the hearing commenced in the case in which Yung Kong-yung, trading as Wat Tze, sued the Young Shing Insurance Co., Ltd., for \$30,000 as a result of the loss of the Luen On. It will be remembered that a decision had been given in this case, but a fortnight ago, plaintiff appealed against that decision and a new trial was ordered. Mr. G. C. Alabaster, instructed by Messrs. D'Almada and Mason, appeared for plaintiff and Mr. F. C. Jenkin, instructed by Mr. G. R. Hayward, represented defendants.

Mr. Jenkin went into the evidence given in the Court below and referred to the seaworthiness of the vessel. It had been stated by the coxswain that at the time the weather was very rough and after leaving port it was found necessary to put back and take in some more coal for the purpose of ballast. She put back and they took in forty tons. Counsel contended that if a ship was making a voyage in ballast it was the absolute duty of the assurer to put in sufficient ballast when she left port for the first time. It did not assist the assurer that he had made an estimate and made a *bona fide* mistake. If he had made a mistake and gone out with insufficient ballast the insurance company was absolutely relieved of all liability. Seaworthiness did not refer only to the hull of the ship. There were many other essentials and one was ballast. In law, counsel submitted, a ship was unnecessary if the Captain neglected to take sufficient pills for the crew. The case is proceeding as we go to press.

BIG DONATION TO UNIVERSITY.

Gift of \$100,000.

We are informed by Mr. N. Teesdale Mackintosh, the Registrar of the Hongkong University, that Messrs. John Swire and Sons, have made a donation to the University of \$100,000 to form part of an Endowment Fund for the benefit of the Tai Kok Chair of Engineering and the engineering section of the University.

News in To-day's New Advertisements.

At the Kowloon Theatre the feature film is entitled "Laughing Bill Hyde".—Page 12.

Jardine, Matheson, & Co. Agents of the Glen Line advise consignees of cargo of the arrival of the motor vessel "Glenade".—Page 5.

The Indo-China S.S. Kumsang and S.S. Yatsing having arrived in port, consignees of cargo are given due notice on Page 5.

The East Asiatic Co. advise consignees of cargo of the arrival in port of the S.S. Afrika.—Page 5. Powell & Sale's now on.—Page 7. B. & S. advise consignees of cargo of the arrival in port of the S.S. Keemun.—Page 4.

Lammerts are selling off Office Furniture, etc., at No. 1 Prince's Building on Friday and Household Furniture at No. 8 Block Kowloon Docks on Monday August 8.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand in Hongkong is 84 1/2.

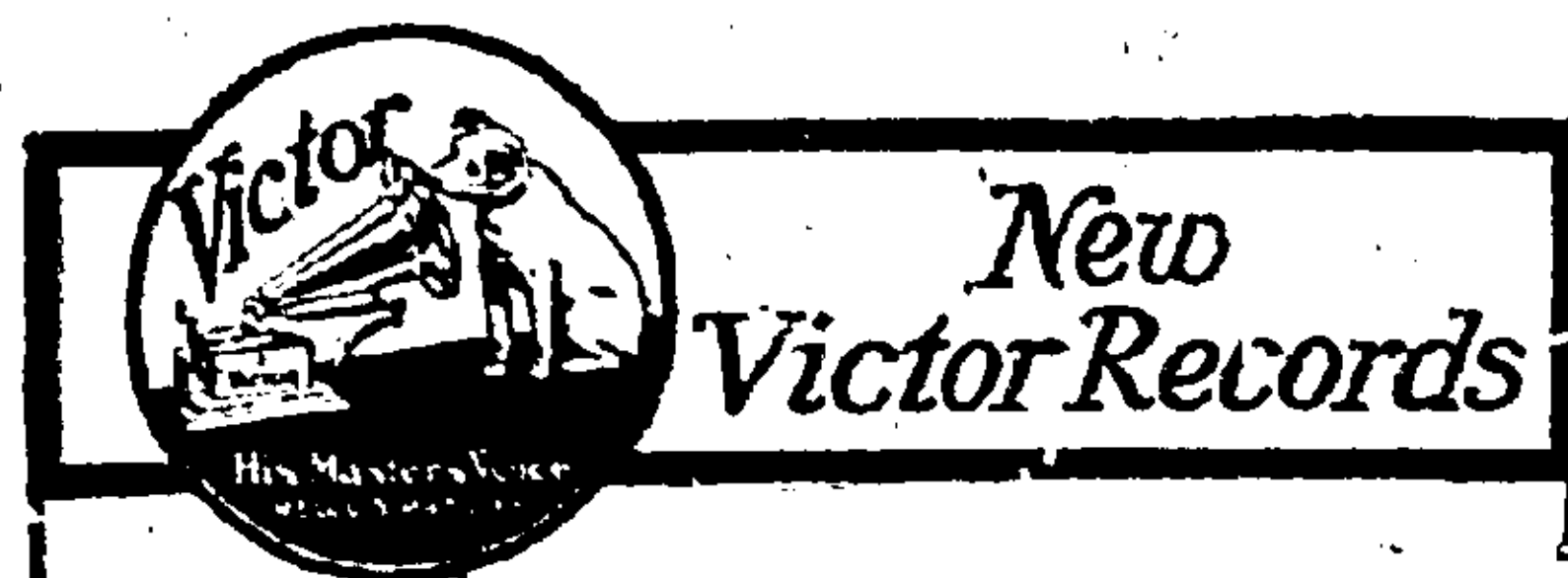
The Weather.

2 p.m. Barometer—29.71. Temperature—86. Humidity—72.

Lighting-Up Time.

Lighting-up time to-day, 7.04

NOTICE.



SUPPLIES JUST RECEIVED OF THE
FOLLOWING FINE DANCE RECORDS

- 18675 All Star—One Step
H'n Dri—Fox Trot
- 18744 Slippery Shore—One Step
Underneath Hawaiian Skies—Fox Trot
- 18745 Broken Moon—Fox Trot
I lost my Heart to you—Fox Trot
- 18750 Teach Me—Fox Trot
Round the Town—Fox Trot
- 18756 Tiddle—Fox Trot
Moonlight—Fox Trot
- 18757 Ain't we got Fun—Fox Trot
Scandinavia—Fox Trot
- 18758 My Man (Mon Homme)—Fox Trot
Cherie—Fox Trot

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Sole Distributors.

A Sure Cure for Prickly Heat and Other
Skin Irritation caused by hot weather

OUR PRICKLY HEAT LOTION AND POWDER

50 cts. & \$1.00
OBTAINED ONLY AT

COLONIAL DISPENSARY

Telephone 1877.

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DINNER SERVICES, TEA SETS

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CARPETS & TABLE COVERS

HOP CHEONG

Telephone No. 654. Complete House Furnishings. 50, Queen's Road Central.

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA OAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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SOLE AGENT,

MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

CHINA NEEDS SPIRIT OF ACTION.

American Professor's Declaration.

The National University, the Higher Normal College for Men, the Higher Normal College for Women, the Hsiang Sze Shuo Hui and the Chiang Tso She gave a farewell luncheon to Dr. and Mrs. Dewey and Miss Lucy Dewey last month, which was attended by a large number of teachers and members of the two organizations.

In his response to the speeches of the representatives of the three schools and the two organizations, Dr. Dewey stated that he had found the students of China not simply remarkably receptive to new ideas, but eagerly searching after the best that the world had to offer. He had found the teachers and the others who had reached more maturity of intellectual life truly modern-minded in the sense that they were constructively interested in working out the problems of their country.

A SPIRIT OF ACTION NEEDED

"But," he said, "besides these two qualities, a third quality—that of action—is needed. It is said that China cannot have a democratic government until there is more education, and that she cannot get more education until the political situation is somewhat less disturbed. This is one of these vicious circles from which there is no way out by reasoning. Such circles can be broken only by action. And more of a spirit of action is needed to supplement the splendid intellectual qualities of the Chinese educated classes."

Dr. Dewey also remarked that, in spite of his increasing age, which might be expected to somewhat lessen his intellectual flexibility, the two years he had spent in China had been more educative for him than any other two years in his life. He looked forward to the opportunity of "coming back to what we feel is a real home."

A FAMILY THAT SERVES.

Mr. Fan Yuan-lien, founder of the Hsiang Sze Shuo Hui, was in the chair. After the completion of the luncheon in the course of a few felicitous remarks he pointed out that the Deweys had set an example to China of a family all of the members of which were working and useful members of the community. "It was a fine thing for China that Dr. Dewey did not come alone," he said.

LIKE THE HINDU SCHOLAR OF OLD.

Mr. Fan then introduced Mr. Liang Chi-chao, the founder of the Chiang Tso She. Mr. Liang compared the coming of Dr. Dewey to that of a famous Hindu scholar in the eight century, A.D. This other scholar, he pointed out, had directly and indirectly had a great influence on Chinese thought, and soon the thought of the world. Dr. Dewey already had influenced the thought of China in many important ways and his influence would continue. In concluding, Mr. Liang said there was just one thing which made him angry. When the Hindu scholar came, the difficulties of travel were such that he could not return to his home. Accordingly scholars came from India to sit at the feet of the master. Now, much to Mr. Liang's regret, travel was so easy that Dr. Dewey could get away. But he hoped that, travel being easy, Dr. Dewey would find it easy to come back soon.

HE GAVE TWO METHODS.

Mr. Liang was followed by Dr. Hu Shih, representing the National University. He referred to the pride which the school legitimately took from the fact that Dr. Dewey had come out under its auspices, and spoke of the contribution he had made to China in given emphasizing for her the value of the historical method in studying present conditions and the experimental method in working for betterment.

HELPED WOMEN'S EDUCATION.

Following Dr. Hu, Mrs. T. T. Liu spoke for the Higher Normal College for Women. She emphasized the contribution which the Deweys had made to the education of women in China. She also pointed out that China should thank Dr. Dewey for what he had done and would continue to do to describe her as she was to the western world. "There are many who write without adequate information or without proper perspective. China needs interpreters who are clear-sighted, well-in-

M.P.'S WIVES ONLY. LADIES' GALLERY.

Personally Conducted by Their Husbands.

The Ladies' Gallery of the House of Commons is to be open to the wives of members.

This interesting announcement was made by the Speaker, who said he had come to his decision after consulting the authorities.

While tea on the Terrace of the House has been in full swing since Whit Sunday, members have still been unable to treat their lady visitors to a view of the House in Session.

Severe restrictions imposed last Session have denied a member the pleasure, previously one of the most cherished of privileges, of seeing his lady relations and friends among his audience.

This total exclusion has all along been a grievance, and the fine weather and the incursion of the ladies to the Terrace made it acute.

The condition imposed was that the lady should be personally conducted to the Gallery from the Central Hall or the Speaker's Court by her husband.

SPEAKER'S CONCESSION.

The Speaker's concession was greeted with enthusiasm, qualified only by the reservations of members who have no wife, and those who wished to honour lady visitors from the Dominions overseas.

Lady Astor put the first conundrum to the speaker. She had a visitor from New Zealand coming, who dearly wanted to see the House; could not he be accommodated in the Strangers' Gallery?

"I don't ask for Americans or anyone else," she hastened to assure an amused House; "but I am really asking for the overseas Colonials."

Mr. Whitley smilingly sympathized with "the hon. member for Plymouth" but in present circumstances, he gently explained, he had not seen his way to relax the rules further.

Major Watts Morgan: Will members be expected to bring their marriage lines with them?

PLEA FOR BACHELORS.

Then Mr. Leonard Lyell spoke up for the bachelors—"hon. members who are not married—may they bring their sisters?" to which appeal Mr. Whitley neatly replied that "they must find another remedy."

Sir Alfred Bird added a plea for members' daughters, and Mr. McCullum Scott questioned whether there would be any danger in admitting to the Strangers' Gallery strangers who happened to be women.

"Once you depart from wives to other relations there may be complications without end," replied the now-harassed Speaker.

But Sir C. Kinloch-Cooke gained one small concession. Why should not the Speaker admit to his own gallery the wives of Dominion statesmen and other distinguished ladies? "That is a new point, and I will consider it," said Mr. Whitley.

formed and philosophically minded. She has found such a one in Dr. Dewey."

Mr. Honert spoke for the Higher Normal College for Men. His remarks were brief but full of sincere feeling. He asked Dr. Dewey, in going back to the Teachers College in New York to take the good wishes of the Teachers College in Peking to which he had made so large and valuable a contribution.

VALUES MOST WHAT SHE HAS LEARNED.

Mrs. Dewey was the first to respond. She spoke of the education which the trip to China had been for her, and said that she had been particularly impressed by the fact that in spite of the political turmoil the constructive forces in the country were beginning to work. She prized the many beautiful gifts which they were taking back with them, but most of all she valued what she had learned here during the two years of residence in Peking and of travel through the country.

Mrs. Dewey was followed by Dr. Dewey, whose remarks have been summarized above. The meeting concluded with a brief response by Miss Dewey, in which she expressed her very real and sincere thanks for the many courtesies which had been shown her and for the friendships which she had been permitted to form.

THE GOVERNMENT OF INDIA ACT.

Revised Instructions to the Governor-General.

The following revised instructions of instructions to the Governor-General of India in consequence of the passing of the Government of India Act has been issued under the Royal Sign Manual. These instructions were given to the Governor-General at Buckingham Palace on 15th March, 1921.

The first four clauses are formal. (5) And we do hereby authorize and empower our said Governor-General in our name and on our behalf to grant to any offender convicted in the exercise of its criminal jurisdiction by any court of justice within our said territories a pardon either agree or subject to such lawful conditions as to him may seem fit.

(6) And inasmuch as the policy of our Parliament is set forth in the preamble to the said Government of India Act, 1919, we do hereby require our said Governor-General to be vigilant that this policy is constantly furthered alike by his Government and by the local Governments of all our presidencies and provinces.

(7) In particular it is our will and pleasure that the powers of superintendence, direction and control over the said local Governments vested in our said Governor-General and in our Governor-General-in-Council shall unless grave reason to the contrary appears be exercised with a view to furthering the policy of the local Governments of all our Governors' provinces when such policy finds favour with a majority of the members of the Legislative Council of the provinces.

(8) Similarly it is our will and pleasure that our said Governor-General shall use all endeavour consistent with the fulfilment of his responsibilities to our Parliament for the welfare of our Indian subjects that the administration of the matters committed to the direct charge of our Governor-General-in-Council may be conducted in harmony with the wishes of our said subjects as expressed by their representatives in the Indian Legislature so far as the same shall appear to him to be just and reasonable.

(9) For above all things it is our will and pleasure that the plans laid by our Parliament for the progressive realisation of responsible government in British India as an integral part of our Empire may come to fruition to the end that British India may attain its due place among our dominions.

Therefore we do charge our said Governor-General by the means aforesaid and by all other means which may to him seem fit to guide the course of our subjects in India in whose governance we have committed to his charge so that subject on the one hand always to the determination of our Parliament and on the other hand to the co-operation of those on whom new opportunities of service have been conferred progress towards such realisation may ever advance to the benefit of all our subjects in India.

(10) And we do hereby charge our said Governor-General to communicate these our instructions to the members of his Executive Council and to publish the same in such manner as he may think fit.

LONDON'S THEATRE IN THE OPEN AIR.

Nature's Ideal Stage.

Wherever the "blue bird" is not to be found, it was most certainly fluttering in fancy through the elm trees by the Serpentine (in Hyde Park), where the League of Arts have chosen their open-air "amphitheatre" writes the dramatic critic of a London daily.

The occasion was the producing of Maeterlinck's now classic fantasy under conditions that, from the point of view of an inspiring environment, could not possibly have been improved upon.

SWARD AS STAGE.

It was one of those happy visions where everything was just a dream come true. Even the wood pigeons came strutting along to learn more about this famous rival of theirs, and the policeman on duty at the ropes could be seen furtively consulting his programme to see who the fairy in pink muslin described as "Joy-of-Running-Barefoot-in-the-Dew" really was!

As a "production" the whole thing was at once one of the most ambitious, difficult and complete-

ly successful of all the League of Arts open-air performances. The chief wonder was that this supposedly highly-symbolic and very profound play should make such a thoroughly simple-hearted, jolly affair.

All those effects that have to be laboured on the stage seemed to come naturally upon the open sward. There was no need for a painted woodland, for the real one was there, and there was no worry about metaphysics.

FAIRY BALLETS.

Tylo, the Dog, and Tylette, the Cat, forgot for a while their symbolic responsibilities, and chased one another up and down the slopes in genuine cat and dog fashion, to the huge delight of the youngsters.

As for the fairy ballets—of Stars and Little Happinesses and the rest—nothing more exquisite-

LANE, CRAWFORD'S GREAT CLEARANCE

SALE NOW PROCEEDING

For ONE WEEK only

ENDING SATURDAY, AUGUST 6TH.

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LANE, CRAWFORD & Co.

WHITEAWAY'S

GREAT SUMMER SALE

- will commence on -

TUESDAY, AUG. 2ND.

and will continue throughout the month.

ENTIRE STOCK INCLUDED ENORMOUS REDUCTIONS

Send for Catalogue of Special Bargains.

SHOP EARLY. BEST BARGAINS GO FIRST.

WHITEAWAY, LAIDLAW & CO. LTD.

HONGKONG.

ly light and graceful than these dances of happy barefoot children in the sunshine upon the soft grass could possibly be imagined.

Even the scene of the Unborn Children lost its burden of thought, and was made into a bright little romp, full of laughter, with old Father Time sorting them out like an uncle at a children's party.

Some things to be sure, were missed out. There was no Cold-in-the-Head—how could there be on such an afternoon?—and the graveyard scene was left to be understood, as well as the Land of Memory.

But taken altogether, it was a revelation of how much true meaning and beauty of purpose can be got by just playing the thing through for what it is worth as a fairy tale, and leaving the rest to remembrance.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—An experienced telephone operator for Bank. Please state in reply age and experience. Box No. 589 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Large Godown at Wanchai (known as Mody Godown). Apply Lee Hy San & Co., 202 Queen's Road Central.

TO LET.—Godown at Yau-mat. For particulars apply to the Hongkong Land Reclamation Co., Ltd.

TO LET.—One Flat to let in Tavi Building 41, 1st Floor, Nathan Road, Kowloon. Apply to J. P. Vasunia 38, Wyndham Street 1st Floor.

NOTICE.

We have this day taken over the agency of the Lancashire Insurance Co. from Messrs. David Sassoon & Co. Ltd.

T. E. GRIFFITH, LTD.
Hongkong, August 1st 1921.

NOTICE.

We have this day transferred the Agency of the Norwich Union Fire Insurance Society, Ltd. to Messrs. Reiss & Co.

Hongkong, 1st August, 1921.
DAVID SASSOON & CO. LTD.

NOTICE.

We have this day transferred the Agency of the Lancashire Insurance Co. to Messrs. T. E. Griffith, Ltd.

Hongkong, 1st August, 1921.
DAVID SASSOON & CO. LTD.

MARINE ENGINEERS' GUILD OF CHINA.

HONGKONG BRANCH.

Members are informed that the Regular Monthly Meeting will be held at the Guild Office, Sailors' Home, on Wednesday, 3rd Aug. 1921, at 8.45 p.m. sharp.

Northern Members are cordially invited to be present.
W. J. STOKES,
Branch Secretary.

HONGKONG TRAMWAY COMPANY LIMITED.

(INCORPORATED IN THE UNITED KINGDOM)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of ONE SHILLING per share on account of the year 1921 has been declared.

The DIVIDEND will be payable on and after Wednesday, the 24th day of August 1921 to Shareholders on the Register on Tuesday, the 9th day of August 1921, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2½ per Dollar.

By Order of the Board.

W. E. ROBERTS,
Secretary.

Hongkong, 25th July, 1921.

HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

NOTICE TO SHAREHOLDERS.

An INTERIM DIVIDEND of ONE DOLLAR per share for the six months ending 30th June, 1921, will be PAYABLE on Tuesday, August 9th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Tuesday, August 2nd to Tuesday, August 9th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

G. E. ELLAMS,
Acting Secretary.
Hongkong, 18th July, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on
Friday the 5th Aug., 1921,
commencing at 11 a.m.
at No. 1 Prince's Building,
(2nd Floor)

A Quantity of Office Furniture and Fixtures, Typewriters, Electric Fans, etc.

Terms:—Cash on delivery.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on
Monday the 8th Aug., 1921
commencing at 2.45 p.m.

at No. 8 A Block, Kowloon Dock: A Large Quantity of Valuable Household Furniture (full particulars from catalogue) On view from Sunday the 7th inst.

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

THE COWIE HARBOUR COAL COMPANY LIMITED.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents,
The COWIE HARBOUR COAL CO. LTD.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Co's Steamer "KERMUN"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 2nd August.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 22nd Aug., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st Aug., 1921.

CHINESE TRADE WITH ITALY

The Chinese Consul at Trieste has reported to the Government that he has made arrangements with the Italian Government to hold a Chinese Manufacturers' Exhibition at Trieste, in order to promote the trade relations between the two countries. After a conference between the Ministries of Foreign Affairs and Agriculture and Commerce, the proposal has been approved.

HONGKONG HOTEL CO., LTD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, AT NOON, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting.

and also for the following further purposes, namely:—
For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, aforesaid. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in black ink and by marginal notes. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, aforesaid, on Saturday, the THIRTEENTH DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(3) That each of the existing 20,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,000,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.

(4) That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 150,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions as in every respect as the Company's Board of Directors may think fit.

(5) That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as bonus among the shareholders of the Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorised to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the person who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 or such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December, 1920 and such distribution to be in satisfaction of the aforesaid bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, aforesaid, on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting in so far as regards Resolution Nos. 3, 4 and 5 above and of confirming, if thought fit, such last mentioned Resolutions as Special Resolutions.

Dated this fourteenth day of the July, 1921.

By Order of the Board.
J. H. TAGGART,
Manager.

MR. HEMMERDE WINS HIS APPEAL.

Debt of £1,720 Held to be Statute Barred.

On the ground that the debt was barred by the Statute of Limitations, Mr. E. G. Hemmerde K.C., Recorder of Liverpool, won his appeal in the action to recover £1,720 brought against him by Mr. Maurice Charles Spencer, of Alan House, Kensington (trustee under a deed of arrangement executed by Mr. Joseph Benson, of Crouch-hill). It was alleged that £1,000 was lent in 1910 at 7 per cent interest. The point which the Court of Appeal had to decide was whether two letters written by Mr. Hemmerde to Mr. Benson in November 1915 were a sufficient acknowledgment of the debt to take it outside the Statute of Limitations. Mr. Justice Bailhache had held that they were and gave a verdict for Mr. Benson.

Lord Justice Bankes said that in view of a very recent decision of the Court of Appeal, he thought the appeal must be allowed with costs. Lord Justice Atkin concurred.

Lord Justice Scrutton said that, as in the case referred to, he decided from the judgment of his colleagues. He added:—

"As a member of what I hope is an honourable profession, I very much regret to see a member of that profession who has received a loan under circumstances which he himself acknowledged showed great generosity taking the plea of the statute in answer to the claim of the plaintiff."

THE WRONG WAY TO READ.

If you have to hold the print too far away to see clearly, the eye will be strained to make out the fine print. If you have to hold the print too close that will strain the muscles of the eye. Either way is bad. When you cannot read any fine type held at proper distance—say 14 inches from your eye, have your eyes examined in the Hongkong Optical Co., Successors to Clark & Co., Refracting and Manufacturing Opticians, located in 23, Queen's Road Central, and have the satisfaction of using a pair of right seeing and right fitting glasses.

PACIFIC CONFERENCE

Japan's Position Outlined.

INTERESTING CABLE FROM TOKYO.

The local Japanese Consulate has received the following telegram from the Japanese Foreign Office, which is handed to us for publication:—

"In response to the proposition of the American Government for the opening of a Conference to discuss the question of the limitation of armaments the Japanese Government promptly expressed their willingness to participate in such a Conference. As to the suggestion that the Pacific and Far Eastern problems should be considered at the same time the Government, feeling it more expedient in order to facilitate the success of the Conference to first ascertain the scope and nature of the problems to be discussed, requested the American Government to inform them of its views. After a frank exchange of views on the subject between the Japanese Ambassador at Washington and the American authorities, the following communication of the American Government was conveyed to the Japanese Government in July 25th, by the American Charge D'Affaires at Tokyo:—'The Government of the United States deeply appreciates the readiness of the Imperial Japanese Government to accept the invitation to attend the conference on the limitation of armaments.' The Secretary of State for the United States, in the course of informal conversations with His Excellency the Imperial Japanese Ambassador at Washington, has expressed the hope that the Imperial Government would not press its inquiry as to the nature and scope of the Pacific and Far Eastern problems to be discussed at the proposed conference in view of the fact that it is desirable that the full acceptance of the invitation of the American Government leaves that matter open for adjustment in the precise agenda to be arrived at later. The Secretary of State is willing to proceed with the exchanges of opinion regarding the agenda prior to the meeting of the conference. He considers it inadvisable, however, at the present moment to hamper the programme to be discussed. The Japanese Government have taken note of the contents of the American memorandum of July 23, received through the American Charge D'Affaires in reply to the Japanese memorandum of July 13 on the subject of the conference on limitation of armaments to be held at Washington. The Japanese Government, by sending the following reply to the American Government on July 26th, through the American Charge D'Affaires at Tokyo, expressed their intention to participate in the proposed international conference, stating at the same time their views in regard to the nature and scope of the problems to be discussed:—'The Japanese Government is willing to proceed with exchanges of opinion regarding the agenda prior to the meeting of the Conference and that it considers it advisable to adjust in that agenda the nature and scope of the Pacific and Far Eastern questions to be discussed at the proposed conference. The Japanese Government on that understanding, are happy to be able to inform the American Government that it is their intention to accept the invitation for a Conference which shall embrace the discussion of Pacific and Far Eastern questions.' The Japanese Government have been made aware through communications and the published statement of the American Government and the conversations between the Secretary of State and Baron Shidehara, that the proposition of the American Government to discuss the Pacific and Far Eastern problems is based on the clear bearing they have on the question of the limitation of armaments which is the original and principal aim of the Conference and that, therefore, the main object of discussing these problems is to reach a common understanding in regard to general principles and policies in the Pacific and the Far East. It is, as they do contribute to the establishment of an enduring peace and to the advancement of human welfare, the Japanese Government earnestly hope that the proposed conference may attain the expected results and their ideal may thereby be brought nearer to realisation. In order

DOCTORS MUST TELL.

Secrecy Pledge Overruled by Judge.

Is a doctor exempt from disclosing in a court of law what happened between him and a patient at clinic?

This question, which has been raised before in one form or another, was discussed in the Divorce Court before Mr. Justice Horridge.

During the hearing of a husband's petition, after the petitioner had given evidence, his counsel desired to call Dr. John Elliott, of Chester.

Dr. Elliott, on entering the box, said he claimed the "privilege" of doctor and patient, and asked to be relieved of the necessity of giving evidence.

Mr. Justice Horridge said there was no privilege for a doctor in a court of law. He ordered him to answer the questions.

CONDITION OF SECRECY. Dr. Elliott said that he and other medical men who formed this particular clinic undertook the duties on the distinct understanding that professional secrecy as to what happened there would be observed and upheld by the Ministry of Health.

His Lordship: I am sorry, but the Ministry have no power affecting the jurisdiction of these Courts.

Doctors were, added the judge, subject to the orders of the Court, and had to disclose what they knew.

Dr. Elliott said he did not deny his Lordship's ruling, but he wished to point out that he was placed in a painful position.

His Lordship: Can you show me any statute which will protect you?—Witness replied that there was a regulation under the Public Health Act.

His Lordship: Yes; Article 2, sub-section 3; that may be a very good regulation between yourselves, but it has nothing to do with these Courts.

A SACRED PRINCIPLE. Dr. Elliott said that patients treated at the clinic were not referred to by name, but only identified by a number, and the register was kept under lock and key. He desired to be protected against having to violate principles which the medical profession were observing in these matters.

His Lordship: These matters do not affect the jurisdiction of the King's Courts.

Some medical men undertook these duties, said the witness, simply in the interests of the public, regarding it as a public duty to try to abate a terrible disease.

He therefore again asked leave to protest against having to stand up publicly and violate what was one of the earliest and most sacred principles of the medical profession, and one which the profession held most dear.

His Lordship: I do not see any painful position about it at all. You are bound to observe the regulations not to disclose voluntarily the information that you obtain, but so far as giving information which you are bound to give in assisting the administration of justice is concerned, it is your duty to give it, and it is not a painful position at all.

NOT UNFAIR OBLIGATION. Dr. Elliott: We do not undertake not to disclose voluntarily, but not to disclose at all.

His Lordship: Then you have no power to do so.

Witness said it was one of the things they held dearest—the confidence between doctor and patient—and he hoped his Lordship would recognise their position.

His Lordship: It is not an unfair obligation for doctors to assist in the administration of justice. You must give evidence. Dr. Elliott: Very well I have nothing further to say. I must bow to your ruling, I presume, and give evidence.

HAY MADE IN A DAY!

In the uplands of the Cullin, in Bucks, grass has been cut in the early morning, and carried away the same day! The oldest agriculturists do not remember anything comparable with this record.

AMERICAN OCCUPATION OF HAITI.

The Alleged Atrocities.

Some months ago the American papers printed startling revelations of occurrences attending the military occupation of Haiti by the United States. They included charges of barbarity against the American marines, and the indiscriminate slaughter of several thousands of Haitians—charges which the public was wholly disinclined to believe and which Mr. Denby, the Secretary of the Navy, has lately characterised as "rot."

The most complete inquiry that has so far been made into events in Haiti during the past six years is the work of the delegates to the United States or the Union Patriotique d'Haiti whose report, carefully documented, has been published in full as a supplement to the New York Times.

The present trouble in Haiti goes back to 1914, when financial confusion and the threat of revolution provided the financial interests in the United States with an excuse for intervention. In July, 1915, American marines were landed, and in the September, following a convention between Haiti and the United States was forced upon the Haitian President and the two Chambers. By this Act and the subsequent policy the Wilson Government made itself responsible for the virtual overthrow of the independence of the second oldest Republic in the Western Hemisphere, states a correspondent in the Manchester Guardian.

American officials appointed under the treaty began to arrive at Port-au-Prince in the summer of 1916, and there followed a long and bitter struggle between them and the Haitian Government for the control of the Customs and the general administration. The Senate and Chamber of Deputies had already been suppressed.

The authors of the report (three in number) make no attempt to cover the events of the occupation which created the outcry in America last autumn, but they pull out names and dates of a large number of atrocities stated to have been established by the Naval Court of Inquiry set up by Mr. Daniels in October, 1920. In Haiti, they say, "numberless abominable crimes have been committed." The instances given by the Haitian delegates number 25. They include stories of the killing of families, the burning of houses and villages; of burning, hanging, and torture; of outrages on pregnant women such as have become hideously familiar in the stories of Southern lynchings, and of a most incredible mortality in the prisons of Cap-Haitien.

In concluding a document which will, as a matter of course, secure the attention of Congress, the delegates sum up the demands of the Haitian people. They include the immediate abolition of martial law and the courts-martial and the speedy ending of the military occupation, the abrogation of the Convention of 1915, and the calling of a constituent Assembly with all the guarantees of electoral liberty.

ROSE'S DEADLY THORN. Alfred Brush, 68, of Rochester, has died as the result of pricking his hand with a thorn while tending his rose trees.

FOREIGN CHILDREN IN THE FAR EAST

are especially subject to worms, some of the indications of which are irregular appetite, bad breath, grinding of the teeth in sleep, pain and swelling of the abdomen, irritation in the nose. Baby's Own Tablets, the Canadian children's remedy, given for a few days, destroy worms, and a marked improvement in appetite and health speedily follows.

As an example of their efficacy in cases of this nature the evidence of Mrs. E. Morrison, Didsbury, North West Canada, is illuminating. She writes:—

"I can strongly recommend Baby's Own Tablets to mothers whose children are troubled with worms. I have never as a better medicine for this trouble. I have also found the Tablets good at teething time."

Babies and young children need special medicine of their own, something prompt yet mild in action, and which can be given without the slightest fear or hesitation. Baby's Own Tablets, the Canadian children's remedy, exactly answer this description, and are just the right remedy for infantile indigestion, colic, constipation, simple fever, diarrhoea, teething troubles and colds. Obtainable from chemists, also post free at 6d. each the vital from Dr. Williams' Medicine Co., 86 Beethoven Road, Shanghai.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"TEUCER" 15th Aug. London, Rotterdam & Hamburg
 "TEIRESIAS" 18th Aug. London, Amsterdam & Antwerp
 "CALCHAS" 30th Aug. London, Amsterdam & Antwerp
 "KEEMUN" 6th Sept. London, Rotterdam & Hamburg
 "NELEUS" 13th Sept. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"EURYPYLUS" 8th Aug. Genoa, Marseilles & Liverpool
 "CYCLOPS" 19th Aug. Havre, Rotterdam & Liverpool
 "NINGCHOW" 8th Sept. Genoa, Marseilles & Liverpool
 "THESEUS" 20th Sept. Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"PROTESILAUS" 5th Aug. Victoria, Seattle & Vancouver
 "IXION" 21st Aug. Victoria, Seattle & Vancouver
 "TALTHYBIUS" 14th Sept. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

"HELENUS" 6th August, via Suez
 "ASCANIUS" 7th Aug. for Shanghai
 "TEIRESIAS" 15th Aug. for Singapore & London
 "ASCANIUS" 7th Sept. for Singapore & Liverpool
 "PYRRHUS" 11th Oct. for Singapore & London

For Freight and Passage Rates and all Information Apply to:-

BUTTERFIELD & SWIRE
AGENTS.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "AFRIKA"

will be loading for COPENHAGEN and other Scandinavian and Continental ports end of August beginning of September.

Further Sailings:-

M. S. "MALAYA" Oct. Nov.
 M. S. "PANAMA" Nov. Dec.

For further particulars please apply to:-

MANNERS & BACKHOUSE, LTD.

Hongkong, 2nd August, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.
INDO-CHINA STEAM
NAVIGATION CO., LIMITED.From CALCUTTA, PENANG
AND SINGAPORE.

The Steamship

"YATSHING"

having arrived from the above
 Ports, Consignees of cargo by her
 are hereby informed that all
 goods are being landed at their
 risk into the hazardous and/or
 extra hazardous Godowns of the
 Hongkong & Kowloon Wharf
 & Godown Company, Limited,
 whence, and/or from the wharves,
 delivery may be obtained.

Goods not cleared by the 7th
 Aug., 1921, at 5 p.m. will be
 subject to rent.

All broken, chafed and damaged
 packages are to be left in the
 Godowns where they will be exam-
 ined. Claims against the steamer
 must be presented within 10 days
 of arrival otherwise they will not
 be recognized.

No Fire Insurance will be
 effected by us in any case what-
 ever.

Bills of Lading will be counter-
 signed by
 JARDINE, MATHESON & CO.,
 LTD.

General Managers.
Hongkong, 1st Aug., 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"BOLTON CASTLE"

From NEW YORK.

Consignees of Cargo are hereby
 informed that all goods are
 being landed at their risk into the
 Godowns of the Hongkong and
 Kowloon Wharf and Godown
 Company, Ltd., at Kowloon,
 whence and/or from the wharves
 delivery may be obtained.

Optional Cargo will be forward-
 ed unless notice to the contrary
 be given before 30th July.

No claims will be admitted
 after the Goods have left the Go-
 downs, and all Goods remaining
 undelivered after the 5th prox.
 will be subject to rent.

All claims against the steamer
 must be presented to the Under-
 signed on or before the 15th prox.
 or they will not be recognized.

All broken, chafed, and damag-
 ed Goods are to be left in the
 Godowns, where they will be exam-
 ined on the 5th prox. at 10 a.m.

No Fire Insurance has been
 effected.

Bills of Lading will be counter-
 signed by

DODWELL & CO., LTD.
Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE LIMITED.

From UNITED KINGDOM,
GENOA, PORT SAID,
COLOMBO & STRAITS.The Motor Vessel
"GLENAMOI"

having arrived from the above
 ports, Consignees of Cargo by her
 are hereby informed that all
 goods are being landed at their
 risk into the hazardous and/or
 extra hazardous Godowns of the
 Hongkong and Kowloon Wharf
 & Godown Company, Limited,
 whence, and/or from the wharves,
 delivery may be obtained.

Goods not cleared by the 3rd
 Aug., at 5 p.m. will be subject to
 rent.

All broken, chafed and damag-
 ed packages are to be left in the
 Godowns where they will be exam-
 ined by Messrs. Goddard &
 Douglas, on 3rd August at 10 a.m.
 Claims against the steamer must
 be presented within 30 days of
 arrival otherwise they will not be
 recognized.

No Fire Insurance will be
 effected by us in any case what-
 ever.

Bills of Lading will be counter-
 signed by
 JARDINE, MATHESON
 & CO., LTD.,
 Agents.

Hongkong, 27th July, 1921.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"SILVER STATE"

having arrived from New York
 & Seattle via ports, on July 31st,
 consignees are hereby notified
 that their cargo is being landed at
 their risk into the Godowns of
 The Hon. Shan Godown Co.,
 16 & 17 Kennedy Town Praya,
 Hongkong, and stored at con-
 signee's risk.

Consignees of cargo must pro-
 duce an Import permit signed by
 the Superintendent of Imports
 and Exports, Hongkong, before
 Bills of Lading will be counter-
 signed.

All broken, chafed and damaged
 cargo is to be left in the Godowns
 where it will be examined at 10
 a.m. on Aug. 6th by the Co's
 Surveyors, Messrs. Goddard and
 Douglas.

All claims must be presented
 within thirty days of the steamer's
 arrival here, after which they
 cannot be recognized. No claim
 will be recognized after the goods
 have left the Godowns, and cargo
 undelivered on and after Aug.
 8th will be subject to rent.

No Fire Insurance whatever will
 be effected.

Consignees are requested to
 send in their Bills of Lading for
 countersignature immediately.

PACIFIC S.S. CO.

United States Shipping Board,
 Emergency Fleet Corporation,
 Managing Agents.

THE ADMIRAL LINE.
 5th Floor, Hotel Mansions,
 Hongkong, 30th July, 1921.

THE NEW FRENCH REMEDY
 THERAPION No. 1
 THERAPION No. 2
 THERAPION No. 3

No. 1 for Bladder Catarrh, No. 2 for Blood &
 Skin Diseases, No. 3 for Chronic Wounds,
 Sold by Leading Chemists, Price 10/- per
 box. Dr. Leclerc Med. Co., Haverlock Road,
 N.W. 5, London. The Trade Mark word
 "Therapion" is on the Govt. stamp annexed
 to each packet.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"CILICIA"

From TRIESTE, via VENICE,
BRINDISI and STRAITS.

Consignees of Cargo are hereby
 informed that all Goods are being
 landed at their risk into the Go-
 downs of the Hongkong and Kow-
 loon Wharf and Godown Com-
 pany, Ltd., at Kowloon, whence,
 and/or from the wharves delivery
 may be obtained.

Optional Cargo will be forward-
 ed unless notice to the contrary
 be given before 30th inst.

No claims will be admitted after
 the Goods have left the Godowns,
 and all Goods remaining undeliv-
 ered after the 5th prox. will be
 subject to rent.

All claims against the steamer
 must be presented to the Under-
 signed on or before the 15th prox.
 or they will not be recognized.

All broken, chafed, and damag-
 ed Goods are to be left in the Go-
 downs, where they will be exam-
 ined on the 5th prox. at 10 a.m.

No Fire Insurance has been
 effected.

Bills of Lading will be counter-
 signed by

DODWELL & CO., LTD.,
Agents.

THE EAST ASIATIC Co., Ltd.

Copenhagen.

The Motor-ship

"AFRIKE"

having arrived, Consignees of
 cargo are hereby informed that
 all goods are being landed and
 stored at their risk into the
 hazardous and/or extra hazardous
 Godowns of Holt's Wharf, whence
 delivery may be obtained.

No claims will be admitted
 after the goods have left the
 Godowns, and all goods remain-
 ing undelivered after the 8th of
 Aug., will be subject to rent.

All broken, chafed and damaged
 goods are to be left in the Go-
 downs, where they will be exam-
 ined on the 9th inst. at 10
 a.m.

All claims must reach us before
 the 12th inst., or they will not be
 recognized.

No Fire Insurance will be
 effected.

Bills of Lading will be counter-
 signed by

MANNERS & BACKHOUSE,
LTD.,
Agents.

Hongkong, 1st Aug., 1921.

INDO-CHINA STEAM
NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

From JAPAN and SHANGHAI.

The Steamship

"KUMSANG"

having arrived from the above
 ports, Consignees of cargo by her
 are hereby informed that all
 goods are being landed at their
 risk into the hazardous and/or
 extra hazardous Godowns of the
 Hongkong and Kowloon Wharf
 and Godown Company, Limited,
 whence, and/or from the wharves,
 delivery may be obtained.

Goods not cleared by the 8th
 inst. at 5 p.m. will be subject to
 rent.

All broken, chafed and damaged
 packages are to be left in the
 Godowns where they will be exam-
 ined. Claims against the steamer
 must be presented within 10 days
 of arrival otherwise they will not
 be recognized.

No Fire Insurance will be
 effected by us in any case what-
 ever.

Bills of Lading will be counter-
 signed by
 JARDINE, MATHESON
 & CO., LTD.,
 General Managers.

Hongkong, 1st August, 1921.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED
 —DRY DOCK—
 LENGTH 767 FEET.
 LENGTH ON BLOCKS 750 FEET
 DEPTH ON CENTRE OF
 SILL (H.W.O.S.T.) 34 FT. 6 INS.
 —THREE SLIPWAYS—
 CAPABLE OF HANDLING SHIPS UP
 TO 3000 TONS DISPLACEMENT.
 ELECTRIC CRANE AT SEA WALL CAPABLE OF
 LIFTING 100 TONS AT 70 FEET RADII

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG

TELEPHONE NO. 72

CALL PLANS: "TAIKOO DOCK" HONGKONG

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE LIMITED.

From UNITED KINGDOM,
PORT SAID, COLOMBO
AND STRAITS.

The Motor Vessel

"GLENADE"

having arrived from the above
 ports, Consignees of cargo by her
 are hereby notified that their
 goods are being landed and placed
 at their risk in the Hongkong and
 Kowloon Wharf and Godown
 Company's Godowns at Kowloon,
 where delivery can be obtained
 as soon as the goods are landed.

Goods not cleared by the 4th
 Aug., 1921, will be subject to rent.

Damaged packages must be
 left in the Godowns for examina-
 tion by the Consignees' repre-
 sentative and the Company's
 Surveyors, Messrs. Goddard and
 Douglas, at 10 a.m. on Wednesday
 and Saturday. All claims must
 be presented within Ten days of
 the steamer's arrival here, after
 which date they cannot be re-
 cognized. No claim will be ad-
 mitted after the goods have left
 the Godowns.

No Fire Insurance whatever
 will be effected.

Consignees are requested to
 send in their Bills of Lading for
 countersignatures immediately.

OSAKA SHOSEN KAISHA,
 Y. YASUDA,
 Manager.

Hongkong, 29th July, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From HAMBURG via
ANTWERP & SINGAPORE.

The Company's Steamship

"SHUNKO MARU"

having arrived from the above
 ports, Consignees of Cargo
 are hereby notified that their
 goods are being landed and placed
 at their risk in the Hongkong and
 Kowloon Wharf and Godown
 Company's Godowns at Kowloon,
 where delivery can be obtained
 as soon as the goods are landed.

Goods not cleared by the 4th
 Aug., 1921, will be subject to rent.

Damaged packages must be
 left in the Godowns for examina-
 tion by the Consignees' repre-
 sentative and the Company's
 Surveyors, Messrs. Goddard and
 Douglas, at 10 a.m. on Wednesday
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 which date they cannot be re-
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 mitted after the goods have left
 the Godowns.

No Fire Insurance whatever
 will be effected.

Consignees are requested to
 send in their Bills of Lading for
 countersignatures immediately.

OSAKA SHOSEN KAISHA,
 Y. YASUDA,
 Manager.

Hongkong, 29th July, 1921.

Hongkong, 1st Aug., 1921.

EIGHT CENTURIES AGO.

Celebration of the Founding

of Reading Abbey.

On the spot where Henry I.,
 the founder of Reading Abbey,
 was buried, the Dean of Winchester
 recently unveiled in the
 famous ruins a memorial stone
 in connection with the octocen-
 tenary of the Founding of the
 Abbey.

In the municipal buildings was
 an exhibition of relics of the
 Abbey, while in the ruins were
 enacted two monastic episodes.
 A peculiarly interesting incident
 in these episodes was the singing
 of "Summer is icumen in,"
 which is supposed to have been
 written well nigh 700 years ago
 on this very spot.

A COURTEOUS CHINESE
GENERALProtection for Travellers His
Special Care.

Last week while Dr. B— and
 his family were coming down
 from North Kiangsu along the
 upper reaches of the Grand
 Canal his boat was held up by
 the bandits.

These outlaws sat there for
 some time openly discussing the
 pros and cons of carrying off one
 or all of the party to hold for
 ransom. Finally, concluding
 that the risk was too great, they
 went away without taking much
 of the travellers' outfit, writes
 a Suchien correspondent of the
 N.C.D.N.

A few days later another party
 of foreigners were to go down
 the canal. General Pei Pao-
 shan heard of their plans and
 sent word that he had ordered a
 steam launch for them. (He
 called it a "stove" not so far
 from "steamer.")

And this was not enough, he
 also sent an officer ranking next
 himself to escort the party
 through the perilous reaches. He
 did this at his own initiative and
 at his own expense. And going
 down to the wharf he sat in the
 most democratic way under a
 mat shed to see that every-
 thing went off all right. Open-
 handed generosity and courtesy
 are not bounded by ocean and
 rivers.

"For there is neither east, nor
 west nor border nor breed nor
 birth."

A NEW SUMMER RESORT.
 General Pei has secured a
 large tract of mountain land
 facing the ocean at Haichow, and
 has spent tens of thousands of
 dollars in afforestation and in
 surveys.

He plans a summer resort there
 which he has named after him-
 self, Pei Pao-shan or as shan
 means mountain, Peipao moun-
 tains.

He says: People from all
 western nations are welcome to
 come and share in my resort."

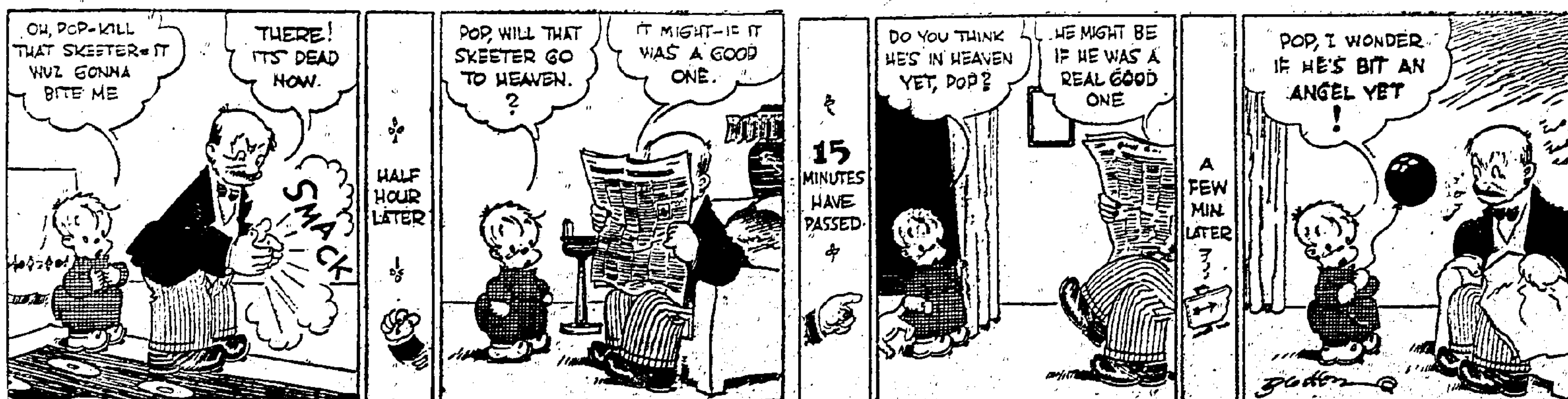
JAPAN MAY REDUCE
 NAVAL FORCES.

The Tokyo Asahi reports that,
 with a view to curtailing expense,
 the naval authorities have a plan
 in contemplation to abolish the
 Second Squadron of the three
 standing squadrons, replacing it
 by the Third Squadron. They will
 also abolish the Third Torpedo
 Flotilla.

FRECKLES AND HIS FRIENDS

The Mosquito's Conduct Worries Tag

BY BLOSSER.



MORNY Face Powder

" Toilet Waters

" Perfumes

" Dusting Powders

" Soaps

We have just received a shipment of the above from Morny Freres Ltd. of London and Paris.

A.S. WATSON & CO., LTD.

Hongkong Dispensary.
TELEPHONE 10.

Cable Address: Hongkong. Telegraph.

Telephone: No. 1. A.B.C. 5th edition. Western Union.
Office address: 11, Ice House Street.

Birth.

WALKER.—At Pelham, New York, on the 31st July, to Mr. and Mrs. W. B. Walker, a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 2, 1921.

CHINA AND COAL.

We have but lately printed extracts from the reports of the Commissioners of Customs for such southern ports as Canton, Wuchow, Kengmoon and Lappa and from them can be ascertained that, in spite of all the drawbacks of unsettled conditions, China's trade continues to be flourishing. The year 1920, far from giving cause for disappointment, gives the certain hope that if the country were well governed China's annual trade with the outside world would grow to an enormous extent. But there is one particular in which southern China is to be censured without qualification and that is the short-sighted policy of neglecting the vast mineral wealth nature has given to her. We speak more particularly in relation to coal.

Within a comparatively few miles of Canton and within a few miles also of all the other stations we have mentioned above are coal fields of known richness. For the want of a little practical application, for the want of transportation facilities this gift is being almost entirely ignored. During 1920 there was more coal imported into southern China than there was in the previous year. The Canton Commissioner, in his report, says:—"Foreign coal shows a falling off of 3,000 tons, or about two shiploads only, whereas Kaiping coal shows an increase of nearly 10 times that amount." Steamers have been coming direct from Chinwangtao during the year with greater regularity, as Kaiping coal, formerly discharged in Hongkong, assumed a foreign status through transshipment. Consumption also by steam-launches was somewhat reduced, owing to political troubles inland, and prices have remained normal. Considering that the province of Kwangtung is rich in coal deposits, the import of coal ought to steadily decrease, not increase, under a capable government. Other Commissioners have had comments on the same subject, all of which go to show that instead of encouraging the development of locally produced coal the Chinese prefer to buy the dearer but ready-to-hand imported stuff. Is it too much trouble for them to do the necessary work? It looks very much like it. We all know of the manner in which concession holders are being held up by obstructionists, how the foreign capital which would make Kwangtung one of the richest coal producing provinces of the country is being held at arm's length. Where's the policy in all this? What is the reason for neglecting to use that which nature has given them?

We notice in a commercial paper just to hand from Home that a writer is discussing the problem of exporting coal from China for the Home market. The coal strike in England gave rise to the discussion, and the writer spoke as though there were millions and millions of tons of coal just waiting to be put on board a steamer. The Kailan Administration does export a good deal, we know, but its production is not on the scale of the Home writer's imagination. China could export an enormous quantity every year, but not until her politicians and governors relax their present attitude of indifference. They are too busy quarreling among themselves to be bothered, apparently. It is a costly indifference not only in the direct way of the Chinese having to pay more for their imported coal but in the way of depriving China's trading friends of a good supply of cheap coal for the ships which carry Chinese produce to the various corners of the world.

NOTES & COMMENTS.**The Prince's Next Tour.**

It is reassuring to read that the Prince of Wales' private secretary has disposed of the report concerning the Heir-Apparent's inability to stand the strain of a visit to the East. This suggestion, says Sir Godfrey Thomas, is absolutely unfounded, and official confirmation is afforded by the Supplementary Estimate with which Parliament will provide for the tour, a naval vessel again being requisitioned. The Prince, we may take it then, will duly start for India in another couple of months or so. At the same time the announcement that H.R.H. will not accept any more private engagements prior to his departure serves to show that the seeming round of gaiety involves a certain tax upon the energies of even a young man. That the Prince will receive a wide welcome in the East cannot well be doubted, in spite of the resolution just passed by the "All-India Congress" to boycott the visit. This was the attitude adopted by the Non-Co-Operation fraternity during the recent visit of the Duke of Connaught to inaugurate the Legislature set up under the Montagu-Chelmsford scheme, which did not prevent the Duke's tour from being generally successful. Regarding an extension of the Heir-Apparent's tour to the Far East, the Japanese Government has forwarded its invitation to the British "Crown Prince," who is practically certain to accept, signifying that Hongkong is likely to have an opportunity in the course of the ensuing months of greeting our future ruler.

U.S. Mercantile Marine.

The Washington message regarding the U.S. Shipping Board's policy of insistence upon fair treatment for American merchantmen, accompanied by a threat of retaliatory measures, is a little difficult to understand, particularly at a time when most of the maritime nations are feeling sore over the Jones Law. Naturally, American ships expect fair treatment, but what countries have attempted unfair treatment? Possibly there is a grievance over the Pacific Freight Conference, which seems to have pretty well broken down, with the rivals, especially, it seems, the Japanese, taking freights at any figure obtainable. Perhaps Japan would say that this is an answer to the Jones Law. In other directions we have not heard of any discrimination against American tonnage, and the statement that the Board will insist upon other nations giving "proper opportunity" to American ships, almost suggesting that it is the duty of other nations to make business for the U.S. mercantile marine, is curiously worded. When America was planning to enter the trade to the East at the end of last year, British shipowners appeared to be amenable, subject to the rebate question, notwithstanding the threatened competition. Further information will be of interest.

Inter-Varsity Athletics.

Oxford and Cambridge are not, after all, to be credited with a victory in the athletic contest with Cornell and Princeton. The contest was about as close as could be, each side winning five events, but on the strength of six second places against four the English 'varsities were awarded the decision. The committee has now changed its verdict to a tie. Such an award is reasonable enough in itself, counting by wins being the more general practice, but it is at least a little surprising that a definite decision was not reached in the first instance. Even a tie must be esteemed a somewhat gratifying result for the Old Country's representatives, who had suffered rather extensively from illness and injuries. Besides, the prowess of American universities is world-famous. Distinctly remarkable was the feat of the Oxonian hammer-thrower, who took this event (which nearly always goes to an American) with a varsity record throw. For a parallel to the meeting in point of closeness, one has to go back to the Oxford and Cambridge v Yale and Harvard contest at Queen's Club, London, in 1908, when the English athletes won by the odd events in five. The result was rather ironic, seeing that the deciding event, the hammer-throwing, was won for the Home universities by a Rhodes scholar from the U.S.

DAY BY DAY.

THE GREAT MASS OF SOCIETY IS NOT WICKED; IF THE MAJORITY WERE DETERMINED TO BE CRIMINAL, WHO COULD RESTRAIN OR PREVENT THEM?—Napoleon.

There was a clean bill of health in the Colony yesterday.

An employee of the Great Eastern Hotel has absconded with a sum of \$350 which he collected from customers.

Mr. W. Ireland, a sugar boiler at the Taikoo Refinery, reports the loss of a pocket book containing a sum of \$207. It was taken from his jacket pocket.

Mr. N. Williams, a passenger by the S.S. Japan, arriving here from Singapore, reports the loss through theft, it is thought, of a box containing a cinema machine.

A porter was yesterday injured in an attempt to board the Canton str. Heungshan whilst it was being made fast to the wharf. He was removed to the Government Civil Hospital.

Whilst flying a kite, a Chinese boy accidentally fell from the roof of a building in Queen's Road East into the street. Severe injuries were sustained, the victim being removed in an ambulance to the Government Civil Hospital.

A serious motor car accident took place in Shanghai Street Yau-mat, on Sunday, when a car driven by Mr. A. C. Conrad knocked down a male Chinese who subsequently had to be removed to the Kwong Wah Hospital in the car.

Thirty-five deportees from Singapore arrived here by the Yat Shing yesterday. They were taken charge of by the Police who provided the usual travelling facilities for the prompt dispatch of these undesirable to their native homes in China.

Admission by the ransallah is thought to be the method of entry made by a thief into a shop in Queen's Road Central, where he stole from a drawer a sum of \$400. The accountant of the shop reported the case to the Police but so far no arrest has been effected.

Revenue Officers at noon yesterday raided No. 16 Wing Kut Street and seized 340 taels of raw and seven taels of prepared opium, a quantity of the drug being concealed in a secret compartment very ingeniously constructed in the back of a safe. One arrest was made.

Mr. W. Gerard, of the Taikoo Docks residing at No. 1 Stanley Terrace has reported to the Police that on Sunday morning his house was entered by a burglar who gained admission to his room through an open window, and money and jewellery to the total value of \$40 were stolen.

It is reported that H. B. M. Consul-General has addressed a letter to the Ministry of Foreign Affairs declaring that Yeung Wing-tai has left Hongkong and that he will be deported if he ever returns to Hongkong and establishes headquarters for the carrying out of intrigues endangering the peace and other of Kwangtung.—Canton Times.

Notwithstanding the heavy penalties meted out to offenders already caught, the Kennedy Town Bathing Beach still appears to be the happy hunting ground for members of the light fingered fraternity. The latest victim of this annoying pest is Dr. T. P. Khoo, who whilst having a dip in the briny, had his jacket taken away from the matched by a thief. In this jacket there were a gold fountain pen valued at \$10 and a pair of gold-rimmed spectacles of the same value.

A successful whist drive was held on Saturday evening in the R. A. Theatre, by the W.O.'s, N.C.O.'s and men of 88th Coy. R.G.A. The following were the fortunate players: Ladies: 1st, Mrs. Gooch (183); 2nd, Miss. May (183); 3rd, Mrs. Maughan (171); 4th, Mrs. White (159); 5th, Mrs. O'Callaghan (Queen of Clubs). Gents: 1st, Mr. Stevens (183); 2nd, Mr. Haywood (181); 3rd, Mr. Lewis (180); 4th, Mr. May (160); 5th, Mr. May (160); 6th, Mr. May (160); 7th, Mr. May (160); 8th, Mr. May (160); 9th, Mr. May (160); 10th, Mr. May (160).

MOTOR CASES.**To-day's Court Stories.**

At the Magistracy this morning, the driver of motor car No. 396, of the Palace Garage, Kowloon, was summoned by Mr. J. H. Orberry, proprietor of the Palace Hotel, for recklessly sounding the horn of his car, which was then stationary, and thereby causing annoyance to residents.

Defendant said his horn was out of order and he was repairing it.

Mr. Orberry said defendant commenced to sound his horn outside the Palace Garage, (which is a few doors from his hotel) at 10.30 p.m. and sounded it intermittently for over a quarter of an hour. In pursuance of an order from the bar manager of his hotel, an Indian constable told defendant to desist sounding his horn, but the latter took no notice and continued tuning up the instrument with increased vigour. Witness's appeal to him to stop was also fruitless.

The Magistrate (Mr. R. E. Lindsell) to the accused: The fact that your horn was out of order did not excuse you from sounding your horn continuously for over a quarter of an hour.

Defendant was fined \$5.

In another motor car case, in which the driver of motor car No. 54, of the Dragon Garage was the defendant, it was stated by Inspector Garrod that on the evening of the 25th, July an Indian constable, on duty at the bottom of Garden Road, signalled to defendant to stop while he was descending the road. The order was ignored with the result that defendant ran into a public ricksha which happened to be passing Garden Road at the time.

The Indian constable in question stated that he signalled to defendant to weaken the glare of his head lights.

His Worship remarked that defendant was under no obligation in law to comply with that order.

The constable then changed his story and said he told defendant to stop because he was going down the road at a great speed.

Inspector Garrod: The constable told me distinctly that the reason why he gave the signal was because a ricksha was passing.

The constable alleged that defendant did not stop after knocking down the ricksha, the fare in which was a Japanese.

Defendant said the ricksha sustained no damage at all. This was shown by the fact that the owner had not come to Court to give evidence against him.

The Magistrate: Is the ricksha coolie here?

Inspector Garrod: No. The owner of the ricksha told me that no damage was done to the ricksha.

The Magistrate: You should have called the coolie to verify the constable's statement that the ricksha was knocked down.

Defendant: I didn't run into the ricksha. The ricksha ran into my car. (laughter).

The Magistrate: The ricksha was going at such an extraordinary speed that it ran into you?

His Worship observed that defendant must either have disobeyed the constable's order or driven his car in a negligent manner. He fined him \$10.

Three charges were preferred against the driver of motor car No. 47, viz. having no driver's licence, no car licence and leaving his car unattended in Queen Victoria Street.

It was stated that on the 19th, or 20th, Inspector Garrod reminded defendant that his own licence and that of his car expired on the 30th, June and warned him to renew them. The warning did not produce the desired effect. On the 26th, when Sergeant Nicol asked him for his licence defendant said it was at his home. Examination of the police register disclosed that his statement was a lie. Defendant's car was unattended for a long time. He did not renew his licences until the 30th ult.

Mr. Lindsell imposed a fine of \$25.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 12 noon to-day:—

Typhoon in about 140 deg. Long. E. and 11 deg. Lat. N. moving W.N.W.

TO-DAYS MISCELLANY.

Winchester claims to possess the celebrated round table of King Arthur. It is therefore quite appropriate that the city should receive a visit from the Knights of the Round Table Club. The mayor and the senior members of the Corporation were the guests of the Club at luncheon in the banquet room of the Guildhall. The Knight President of this club—one of the oldest in the country, for it dates from 1720—wears a badge of office which is similar to that worn by the masters of the London Livery Companies. There is also an old knight's battle-mace, which is carried by the "bedel" before the Knight President as he proceeds to his chair, known as King Arthur's Seat. The present Knight President is Sir A. Trevor Dawson, Bart., R.N. Mr. John Hassall, the artist, holds the office of Master of the Ritual and Armourer.

For a year or two now the Royal Air Force Club has been adapting the old home of the Lyceum Club to its own needs, and it is at last nearly ready for occupation. The R.A.F.C. is probably the only big club in London that betrays its identity from without by means of letters and symbols. On the heads of the rainwater pipes and elsewhere appears the monogram, R.A.F.C., while the symbolic device of the force, and its motto, "Per Ardua ad Astra" are boldly carved in the midst of the building. Pallas Athene certainly appears above the entrance to the Athenaeum, but the unwise could hardly put a name to the club on that account alone. The Junior United Service Club is adorned without with a number of little warlike figures in bronze, but they are not sufficient for identification. It seems

to have been left to the R.A.F.C. to set a new fashion.

The Postmaster-General is really worried about the enormous deficit which his department will incur during the coming year. To one of the many deprivations that waited upon him recently he stated that he would be only too willing to consider any suggestions that would result in economies being effected. He might do worse, says a London writer, than study the report issued by his own Stores Department some time ago. It was stated that over 70,000,000 telegraph forms were spoiled and wasted by the public every year. Room for economy, surely.

Filming a novel is a daily occurrence but Mr. Herbert Alvingham has reversed the process and "novelized" Mr. A. E. Coleby's popular motion story, "The Call of the Road." The art resembles on a large scale that of expanding a telegram, without its risks. With the world's biggest boxing bout first taken place this tale of fistuuffs attains a topical interest, apart from its pretty romance of love and fortune. A sprinkling of highwaymen, tramps, swashbuckling nobles and the only girl in the world seasons the stirring century romance.

One may dredge several dictionaries in vain for the word battalite, which occurs in the "British Chambers of Commerce Journal." It signified the legal boycott of Jewish traders who refused in the seventeenth century to ratify their bargains. We shipped cloth to the East as early as 1511, and many were the trade wrangles and subterfuges employed. "Overstretching," or pulling too hard at the cloth when measuring, was one of the most common tricks of trade.

Between Ourselves

By Robt. MacWhirter.

Joe and I nearly fell out yesterday morning. It started first with Janet wanting to go bathing at Castle Peak. As I rightly pointed out, we couldn't go walking that length in such hot weather and as all the motors had been bespoken weeks afore, it couldn't be thought of. Oh! aye it was aye the same; if it was a boat to go fishing in there wouldn't be any trouble, oh! no. But if it was to take your wife out for a bit jaunt on a holiday that was a different thing. But as I pointed out this was a Bank holiday, no ordinary kind of holiday and—it was then she first got it into her head that I'd meant to toddle over to the office all the time. Then there was a row. Telling her that I'd taken her to the ball game on Saturday didn't mend things. Hearing folks chewing gum wasna' her idea of an outing. The man next door had his wife out all day Sunday and was at the K.C.C. Concert on Saturday night forbye. But as I rightly pointed out they folks were just newly married and besides look at the new frocks she had still unaltered yet.

That only made things worse so in the end I rang up Joe and told him I was for a holiday for once in a while. Joe was quite willing—nice lad, Joe—provided I sent over the stuff. What stuff? Oh! Between Ourselves. But I was for having a holiday. I could almost hear Joe bite the receiver at the other end. Then he treated me to a fourminute monologue, the sum and substance of which was like unto Tennyson's "Brook" and about having "to come out as usual." Then I had to take Joe firmly in hand and point out what one owed to one's health. One has to, hasn't one? "Aye" says Janet at my elbow "and dianna forget to remind him that ye have a wife as well."

Now Joe was a bit unreasonable. It wasna' nice of him to cast up about the day I got off fishing, anyway. It's no' as if I was aye wanting off. Very little serves me but I like that little serving willing. Ye'd think I'd been stealing something, that would ye. "A daimen-lucker in a thrave's a sma' request" I said, and that finished him. I could hear the operator gasp in the middle distance. I only hope it wasna' young lass at the 'phone yesterday.

We made up our minds no' to go out till tiffin time and in the meantime I lay on the camp-bed and took mental exercise in the shape of nearly ten solid columns o' *mut tui*. Time was when I thought *mut tui* was a kind o' gambling game. Oh! you'll laugh I know—but I'm no' sure that I made such an awful mis-

take after all. It still seems a kind o' gamble for the girl. De-wi' yon yards o' lino-type explanation it still seems to me, in the case of the master, to be tails I win, heads you lose. If Mr. Lau Chu-pak had spoken of the dynasties of Chan and Hon and confided himself and the meeting more to *pro* and *con* there might have been some real good come of it. As it is the Government will have a sorry lot of weak argument and evasive sidetracking to sub-edit before it can send you stuff home to the Secretary for State.

Anything wrong wi' the *mut tui* system? Certainly not. Every man that has a vicious dog is aye the very last to admit it. It's aye a nice friendly kind o' animal and very fond of children. When it takes a bit out o' somebody's leg, that's only his playful way. It generally takes a police-officer and a magistrate to raise a doubt in his mind as to the loving-kindness of the brute. It seems to me to be the same in the case of *mut tui*. Few Chinese are willing to admit the viciousness of the system. It's only natural that they should think the practice is all that is nice good, kind and gentle. It's just possible that lots o' good-living Chinese do actually believe that and will continue to believe it until shown evidence to the contrary. And we'll never be able to do that until we have the necessary legal machinery in this Colony by means of which we are able to satisfy ourselves that a slave by some other process is no' a slave at all.

Mr. Lau Chu-pak isn't sure, in this connection, just exactly what is meant by racial discrimination. Let me tell him in a few words. When the Chinese claim that there shouldna' be any racial discrimination between Hongkong-born British and Englishmen in this Colony in the matter o' residential reservations, for instance, or for the whole of the Colony, for that matter, he's maybe right. We'll grant him that. For the moment. But when he, on the one hand, demands the advantage of a British status, he will have to relinquish a Chinese custom, i.e. *mut tui*, on the other. He can't have both. It's maybe Chinese custom but it isn't British. Let's do away wi' it or at any rate see that such a system is all what Mr. Lau Chu-pak professes it is.

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES,
CAREFUL DRIVERS.
TELEPHONE: 977.

ON THE WATERFRONT.

Passport Modification
Asked For.

Through the Hongkong General Chamber of Commerce the local steamship companies engaged in overseas passenger trade have asked the Government to sanction a modification of the present Passport regulations, which require the examination of passengers' passports on vessels at the hour of both entering and leaving the port. The Government was addressed in the matter last week.

In asking the withdrawal of the regulations the shipping companies stated that the sighting of passports by the police officers tends to delay the discharge of vessels immediately upon arrival. In the case of outward bound steamers, particularly passenger and mail vessels running on limited time schedules, their departure are frequently later than the advertised hour of sailings due to examination of passports taking up so much time. If the regulations governing the checking of passports on both incoming and outgoing vessels at the hour of arrival and sailing cannot be repealed completely, it has been urged that the system be changed in respect to examination at the hour of sailing, as it is then that the most serious delay is experienced.

In the letter requesting the abolition of the regulations, in so far as they affect the early discharge of cargo and the sailing of steamers on time, the shipping companies expressed their great appreciation to the Government of the way in which the Police department carried out its duties and the consideration shown by its officers under difficult and trying circumstances.

More Mooring Buoys.

Within another ten days, it is expected that the laying of the additional mooring buoys ordered a few months ago will be completed. There will then be buoys to accommodate 57 vessels in the harbour to say nothing of the berths at the jetties at Hongkong and at the docks of the two large wharf companies at Kowloon.

Altogether six new buoys are being put down in the centre of the harbour and at Wanchai. The work was started two months ago and so far three buoys are in position. They are in mid-stream and two of them are class A and one class B. The remaining three, which are of the B type, will be fixed at Wanchai. The buoys are of local manufacture, three having been turned out at the Taikeo dock and three by a Chinese firm, Kwong Hip Lung. Most of the gear and fittings have been supplied by them too. The first buoys were slow in coming forward, but now that the work of making them is almost finished it will be only a little over a week before they are set in position. When the work has been carried out the mooring facilities will be of the following classes: A type buoys, 13; B, 19; and C, 24, and one Admiralty buoy, making a total of 57.

In the early part of this year when the additional six buoys were ordered there was a great rush for moorings, but now the demand is not so big. During July the applications for accommodation have been more numerous than for the two previous months and the signs of a pick-up in tonnage coming into the port are said to be encouraging.

C.P.O.S. Freighters.

The cargo steamers Methven and Mattawa of the C.P.O.S. Ltd. are to-day again both in port at Hongkong. The Mattawa arrived here yesterday from the Persian Gulf, where she was working

under charter to Mr. H.M.H. Nemazea. She was moving between the ports in the gulf and returned to Hongkong after about a three months' cruise. Her inward cargo was a small one of general items, it was announced this morning. The Mattawa will now be returned to the Canadian Pacific, it is understood.

The Methven after being laid up at Yau-mat for nearly two months has been into drydock for cleaning preparatory to going out on charter, it is said. In the meantime particulars of the vessel's movements are being withheld.

Both vessels have been off the trans-Pacific cargo service of the company about six or seven months, but before being tied up, as in the case of the Methven, and going on charter to the Persian Gulf, as the Mattawa did, they were engaged in the Saigon-Java rice trade for several trips.

Under Charter.

The Lloyd Trieste freighter Cilicia, now at Hongkong from Italian ports, has been chartered for a voyage from Java to Italy, according to instructions received from the owners by Messrs. Dodwell & Co. The vessel, instead of proceeding to Shanghai to discharge her cargo for that port and Japan, will sail to-morrow in ballast for Tegal, Java, where she will lift a full load of sugar for Trieste.

A Common Practice.

Five cargo boat mistresses were at the Marine Court this morning fined \$5 each for having made fast their craft to the steamer Kun Chow before the vessel had been examined by the police upon arrival in port yesterday.

Kerosene Cargo Here.

The Dutch oil-tank steamer Sultan Van Koerel arrived at Hongkong yesterday from Miri bringing 2,907 tons of kerosene for the Asiatic Petroleum Company.

Buoy Missing.

The Pakhoi Customs have notified the Hongkong Harbour Office that a port buoy is missing after the typhoon of July 25 and until it is replaced at the first opportunity it is advisable for mariners to note its absence. The buoy is a black one with black diamond-shaped cage marking the northern side of the fairway through the fishing stakes, off the village of Tikok, with a bearing to Joss-house, Tikok Point, South 30 deg. East and to the Customs-house flagstaff South 83 East.

HOLIDAY GOLF.

The competition held at Deep Water Bay yesterday, resulted as follows:—

Men's Singles, played in the morning.—Won by Mr. R. K. Valentine.

Mixed Foursomes, played in the afternoon.—Won by Mr. Dimsdale and Miss Smith.

Driving Competitions.—Men, Mr. A. Mackenzie; Ladies, Miss Edkins.

Approaching and Putting Competitions.—Men, Mr. A. H. Ferguson; Ladies, Mrs. Bevington.

Putting Competitions.—Men, Mr. A. B. Stewart; Ladies, Mrs. Bevington.

Mrs. Holyoak distributed the prizes.

DAY BY DAY.

A boy was on Sunday admitted to the Government Civil Hospital suffering from injuries caused by being knocked down by a truck in Queen's Road Central. A younger victim through a similar accident was also removed on the same day to the institution from Bullock Lane.

STILL FIGHTING IN
KWANGSI.

Owing to the doubtful movements of the Kwangsi forces in the vicinity of Nanning, headquarters has ordered the commanders in Kuchow and Luichow to dispatch forces to co-operate with the main force in order to an encircle the city. It is predicted that severe fighting is unavoidable. It is reported that the Kwangsi forces in Kweilin, which declared independence when the Yunnan troops arrived, have revolted after the arrival of reinforcements. Severe fighting is going on there.

A report from Wuchow states that the Cantonese authorities have permitted the continuance of Fentan gambling in that city on condition that only 20 houses are opened, and that the daily revenue be not more than \$500, each.

It is reported that Luk Wing-ting is still in Lungchow with a force of about 15,000 strong.

VIEWS IN PEKING.

The Kwangsi Community in Peking has decided at a meeting to demand the following conditions from the Cantonese authorities in dealing with the situation in Kwangsi: 1. No military expenses should be demanded from the province. 2. The defensive rights in Kwangsi should not be interfered with by the Cantonese. 3. No Cantonese forces should be allowed to remain in the province. 4. The administration in Kwangsi should not be interfered with. 5. Both civil and military officials should be elected by the people. 6. Before the formation of the Union provincial government the Kwangsi people should enjoy autonomy, and Sun Yat-sen's presidential influence and mandate should not be used in Kwangsi. 7. The drafting of the provincial constitution should not be interfered with by any powers. 8. The properties of Luk Wing-ting, Chan Ping-kwan, Tam Ho-ming and others which have been confiscated should be converted for the redemption of Kwangsi bank notes only.

SHENSI JOINS CANTON.

Grave Development in
Central China.

Gen. Yi Yao-jen has, says the Canton Times, telegraphed the legal Government at Canton of his acceptance of the appointment conferred upon him by the Government as Commander-in-Chief of the province of Shensi.

Shensi is a province in the northern part of China and naturally under the influence of the illegal Government at Peking. That this province should throw off the yoke of the Peking Government and join the Government at Canton by accepting the appointment and obeying its orders, is sufficient proof that not all the provinces in the north are loyal to the Peking Government; and it is only a matter of time that they will finally come under the Government at Canton when the opportune moment arrives.

The threatening war between the troops of Tsuchun Wang Chai Yuan of Hupeh and the combined forces of Hunan and Szechuen provinces will be a test of the stability of the Peking Government according to the Tsuchun who in a telegram to the Peking Government declares that the fall of his province will mean the collapse of the military rule in Peking. Tsuchun Wang also informed the Peking Government that the loss of the province is a small matter to him personally but it is regrettable that the whole military machine of the northern militarists should end so ingloriously.

When Hupeh is lost to these two southern provinces, the influence and authority of the legal Government at Canton will be increased and extended to the whole central part of China. Unless reinforcements are sent him by the different northern warlords, he will be unable to maintain his position any longer. He advises the warlords to cast aside whatever political difference they may have to render him their combined help at this critical moment which is considered to be a life and death issue of the Northern military party.

SIR JAMES CRAIG'S SUCCESSOR

Mr. K. G. Sharman Crawford has been selected as Unionist candidate in the Mid-Down by-election, necessitated by Sir James Craig's resignation from the Imperial Parliament.

DAIRY FARM NEWS.

FISH

Fillets	80 cents per lb.
Haddock	70 " "
Kippers	60 " "
Red Herrings	30 " "

CHEESE

Gouda (Full Cream)	\$1.25 " lb.
Australian Cheddar	\$1.00 " "

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ECONOMY

SOLE AGENTS

Holland-China Trading Co.
Hong KongWHEN WE LIVE TO BE A
THOUSAND.Mr. Bernard Shaw's Gospel of
Longevity.

Among the lectures that Mr. H. G. Wells was going to deliver in America explaining how civilization was to be salvaged was one concerning the need of a new Bible. Its tentative title was the Bible of Civilization.

How soon or late the urgent need of this world-felt want was communicated to Mr. G. Bernard Shaw we do not know. But within a few weeks of Mr. Wells's demand the boon has been granted. Its title is "Back to Methusalem." Its author is Mr. Bernard Shaw. Its publisher is Constable. Its price is ten shillings.

It does not aim to be a complete Bible, however, but only the beginning of one. That is to say, it is "A Metabiological Pentateuch." But it enshrines the new religion which is Creative Evolution, and in a Preface and Five Dramas we are given a conspectus of life from the time of Adam and Eve to the advent of a summer afternoon in the year 3920 A.D.—writes "W. M." in the Daily Chronicle.

LIFE'S HANDICAP.

What has been the great trouble of humanity ever since Adam shirked the burden of immortality is that mankind has had its span of life reduced to an unworkable maximum. We none of us live long enough to do any good with our meagre number of years. Just as we are getting into our mental stride we pop off, and a fresh generation has to start all over again learning how to direct this sublimity sphere in the general interests of mankind. The consequence is that no one ever does learn enough to lay the basis of a civilisation that is proof against the wear and tear of time.

What is the remedy? We must all live much longer than we do. We must go "Back to Methusalem," and make the normal span somewhere round about a thousand years. That would give us a chance to get something done. And with the prospect of such a life before us we should not tinker with life's problems, but do our job thoroughly. There would be time to fix the responsibility on us if we didn't.

ONSLAUGHT ON POLITICS.

This secret of the scheme that is to give us a new civilisation is fully expounded in Mr. Shaw's Second Drama,

called "The Gospel of the Brothers Barnabas." A suitable subtitle for it would be "The Utter Failure and Futility of Politics as Such."

It is an amusing onslaught in which there figure two characters, Joyce Burge and M.H. Lubin, who will be easily recognised as caricatures of two living statesmen. Both are impressed by the new gospel—as an electioneering plank—and when they ask how the thing is to be achieved they are told by Force of Will. They must become Neo-Lamarckians. The will to wish to attain the ripe old age of a thousand years will soon endue us with the capacity to do so. The Third Drama brings us to the years 2170 A.D. "The Thing Happens" is its title. The will has been powerful enough to achieve the end desired, and we find the two statesmen, Burge and Lubin, rolled into one personality, still alive and flourishing under the name of Burge-Lubin.

He is the President of the British Isles—

A stoutish middle-aged man, good-looking and breezily genial, dressed in a silk smock, stockings, handsomely ornamental sandals, and a gold fillet round his brows. He is like Joyce Burge, yet also like Lubin, as if Nature had made a composite photograph of the two men.

A KIND OF GOLDEN AGE. The country is being run by Chinese and negroes. The Chief Secretary is Confucius, and the President's greeting to him is "Well, illustrious Sage and Onions, how are your poor sore feet?"

At the time of the Fourth Drama, 3000 A.D., we are a British Commonwealth, and "England is now a sacred grove, to which statesmen from all over the earth come to consult English sages, who speak with the experience of two and a half centuries of life."

In the Fifth Drama we have realised a kind of golden age. It is "As Far as Thought Can Reach." The scene is reminiscent of a Ben Jonson masque, and one of the features of this future age is that humanity has become oviparous. All the ills of infancy and childhood that flesh is at present heir to are no longer suffered. They take place in the egg, and when the birth is accomplished the youngling steps on to the earthly stage with 17 years of youth behind it.

Such, briefly indicated, are the steps in the evolution of mankind that Mr. Shaw traces for us from the dawn of the world to the edge of human imagining.

NOTICES.

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CAMERA NEWS



PEGGY HOPKINS JOYCE.

J. Stanley Joyce, the millionaire husband of Peggy Hopkins Joyce, actress, states that during the fourteen months in which he knew Peggy he spent \$1,398,314.32 on her. He also states that keeping up with her, buying her jewels and clothing has put him in financial straits. Besides this Peggy is charged with bigamy.



Enrico Caruso, his wife and baby Gloria, as they sailed from New York for Caruso's home in Italy. The famous tenor expects to recover rapidly from the effects of his recent illness and return next season to America.



Col. E. M. House is shown here in Unter Den Linden, Berlin, on his tour to investigate European conditions. With him is Ellis Dresel, American commissioner in Berlin.



LORD AND LADY CURZON.



A freakish example of the activity of the waters that flooded Pueblo, Cal. U. S. A. By all the rules this undermined house ought to have fallen.

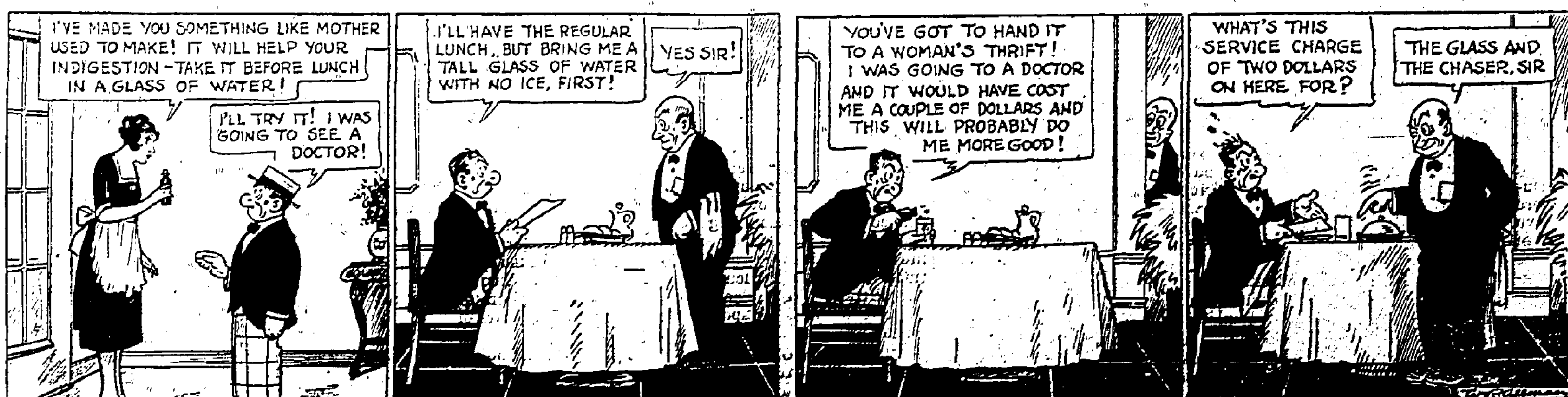


This picture shows Dempsey with a weak spot over left eye which broke open when he was punched there. He wore the bandage and headgear to protect it while sparring at his training camp.

DOINGS OF THE DUFFS

The Waiter Was a Witness—

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E. Asia	Aug. 15	Aug. 3	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 15	Aug. 3	E. France	Aug. 13	Aug. 19
Monteagle	Aug. 15	Aug. 3	E. France	Aug. 13	Aug. 19
E. Japan	Aug. 15	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	Aug. 15	Aug. 3	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 15	Aug. 3	E. France	Aug. 13	Aug. 19
Monteagle	Aug. 15	Aug. 3	E. France	Aug. 13	Aug. 19

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ANYO MARU 18,700 Sept. 25th.

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COMMERCIAL NEWS.

CHINESE ELECTRICAL IMPORTS. The importation of electrical materials into China amounted to 23 million taels in 1913, 5 millions in 1919, and 6.5 millions in 1920.

COAL COMBINE.

The five smokeless coal companies in the Jehan district are planning a new company on their combination. A formal decision has now been reached. The new company has a capital of ¥2,000,000 (one fourth paid-up).

THE CEMENT COMBINE.

According to the Asahi, the proposal to amalgamate the six Osaka cement companies, the Akura, Asahi, Chuo, Toa, Osaka Yogyo, and Kitagawa companies is now in the course of materialisation. The Executive Committee recently elected has drafted a plan on the basis of the assets of the companies concerned. The exact terms and conditions will be decided upon according to their paid-up capital on the 31st March. Each will select three Directors of the new company, the President of which will be elected from among the presidents of the six companies, if found agreeable to all.

LOSS ON RAILWAYS IN KOREA.

With regard to the business condition of the Korean Railways for last fiscal year, an official in the Seoul Office of the S.M.R. Company states that, on account of the inactivity of the transport business due to the general economic depression, the receipts of the company during the period have shown a considerable decrease, resulting in a loss of over Yen 1,000,000. When the estimates for last fiscal year were drawn up by the company, the transport business was most prosperous and nobody expected such a sudden advent of financial depression as overtook the Empire last year. As a matter of fact, with the idea of making good the shortage the Company revised the freight tariff in June last year. The economic depression, however, had already set in at the time and receipts witnessed a marked decrease. To make matters worse, the transport business suffered a heavy blow through the great flood and the prevalence of cholera throughout the peninsula. To cope with the situation, the management did everything possible to curtail with the result that fuel alone showed a decrease by Yen 780,000. Since the Korean Railways came into the hands of the S.M.R. Company four years have elapsed, and though the Company realized a net profit of nearly two million yen for each of the first two years, that money had been invested in the railway undertaking in Korea. The last two years the Company suffered a loss of Yen 1,850,000 in all and was obliged to make good that amount by a subsidy from the Taiten Office. In connexion with the above it is understood that the business prospects of the Korean Railways for the current year show little improvement and rumour is afloat that further economy will be effected by a great reduction in the number of employees.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

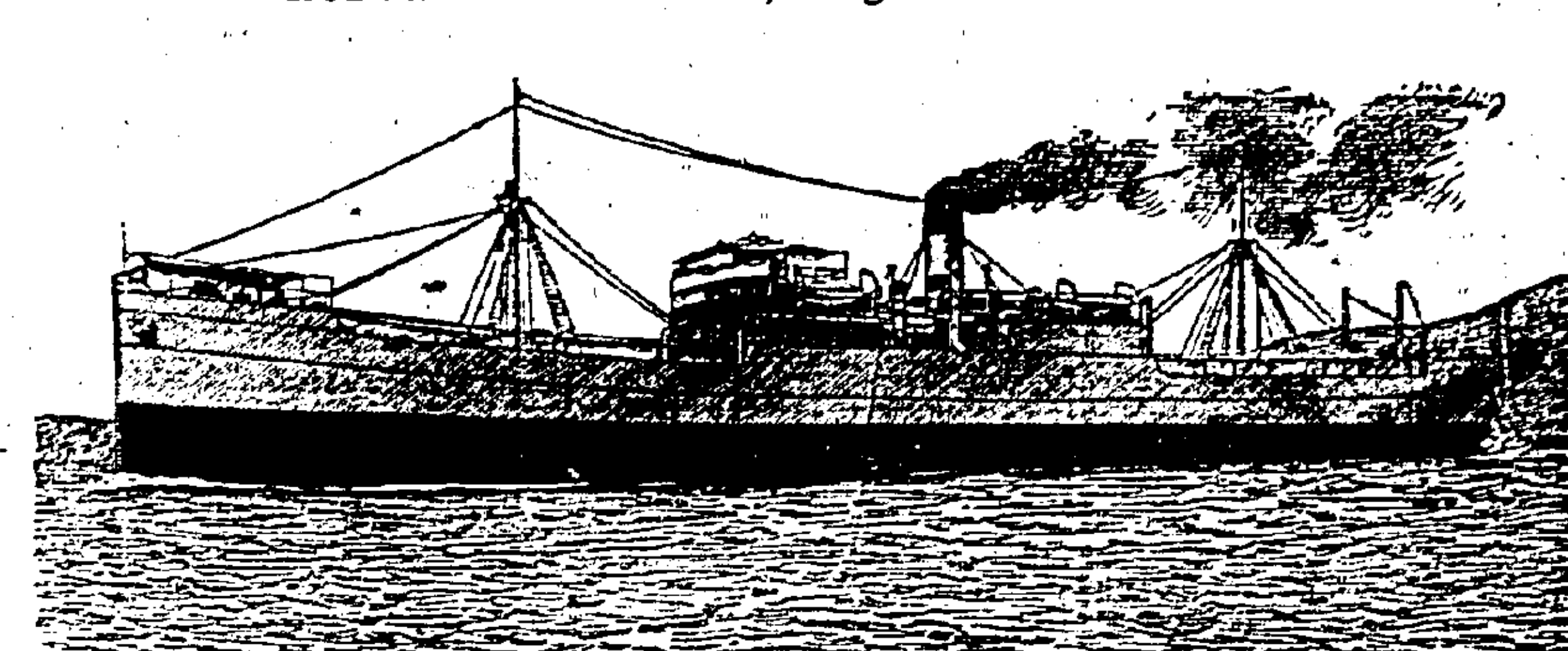
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

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S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager.

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR
(AND)**EASTERN & AUSTRALIAN LINES**
(COMPANIES INCORPORATED IN ENGLAND)

TRAFFIC: BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MACRITUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KALYAN	9,000	6th Aug.	M'les, London & Antwerp.
MANELA	7,200	25th Aug.	M'les, London & Antwerp.
DUNERA	5,400	19th Aug.	Spore, Colombo & B'way.
KASHMIR	9,000	2nd Sept.	M'les, London & Antwerp.
KHYBER	9,000	16th Sept.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

GREGORY APCAR | 4,700 | 2 Aug. 1 p.m. | Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	22nd Aug.	Melbourne via Manila, Thorsdon Island, Townsville, Brisbane and Sydney.
EASTERN	4,000	19th Sept.	

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,100	3rd Aug.	Yokohama direct.
DUNERA	5,200	7th Aug.	Shanghai only.

All dates are approximate and subject to alteration without notice.

WORKING ON ALL STEAMERS.

Passage Money, Freight, etc., will be received at the Company's Office, 22, Des Voeux Road Central.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO

22, Des Voeux Road Central Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overseas Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

MUSIMI MARU (Omitting Manila) Tuesday, 3rd Aug. at 11 a.m.

KATORI MARU ... Friday, 9th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU ... Thursday, 4th Aug. at 11 a.m.

KLEIST ... Sunday, 14th Aug. at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

TOTTORI MARU ... Latter half of August.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Tuesday, 16th Aug. at 11 a.m.

TANGO MARU ... Tuesday, 20th Sept. at 11 a.m.

NEW YORK VIA PANAMA.

LYONS MARU ... Thursday, 18th August.

TAKAOKA MARU ... Thursday, 25th August.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU ... Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

HAKATA MARU ... Monday, 14th August.

CALCUTTA & RANGOON via Singapore & Penang.

HAKODATE MARU ... Saturday, 6th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TAKAGO MARU ... Friday, 19th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YAGANO MARU ... Wednesday, 3rd August.

KITANO MARU ... Thursday, 4th Aug. at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

K. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected at Hong Kong	Will leave for	For
Tjitaroom	Java	5th Aug.	11th Aug.	Japan
Tjikini	Java	11th Aug.	16th Aug.	Shanghai
Tjihiwong	Hongkong	11th Aug.	16th Aug.	Belawan
Tjileboet	Japan	11th Aug.	20th Aug.	Deli/Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING**JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	From	Expected at Hong Kong	Will leave for	For
Tjikembang	Java	23rd July	6th Aug.	San Francisco

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**REGULAR SAILINGS TO NEW YORK & BOSTON**

FOR NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE"

Sailing on or about 2nd August.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. TRIESTE

End of August.

FOR SHANGHAI.**S.S. TRIESTE**

Sailing Middle of August.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

From Colombo for South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1600

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	In Hongkong	In Hongkong

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

ELLERMAN & HENDERSON STEAMSHIP CO. LTD.

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM, "KASAMA" 12th August.

HAMBURG

For particulars of sailing ships and shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

Agents: REISS & Co., Ltd.

General Agents.

CLLEN AND SHIRE

PORT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENARIFFE"	21st Aug.
"GLENARA"	4th Sept.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAMUOY"	21st Aug.	GLASGOW, L'DON & ROTTERDAM
"GLENADE"	1st Sept.	GENOA, LONDON & HAMBURG
"GLENARIFFE"	16th Sept.	GLASGOW & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3596

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA"

Sailing on or about the 20th Aug.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Tel. 3337.

Agents

113, Connaught Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION**

Destination	Steamer	Sailing
SHAI & Tian via S'ow Choyang	Kumsang	Wed., 3rd Aug. at noon.
STRAITS & Calcutta	Kumsang	Thurs., 4th Aug. at 3 p.m.
SHANGHAI via Swatow Waishing	Loongshang	Fri., 5th Aug. at noon.
MANILA	Loongshang	Fri., 5th Aug. at 3 p.m.
HAIPHONG via Hoihow Loksang	Loongshang	Tues., 9th Aug. at 8 a.m.
BANGKOK via Swatow Leesang	Loongshang	Tues., 9th Aug. at 10 a.m.
SANDAKAN	Hinsang	Tues., 9th Aug. at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.**BORNEO LINE.**—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS", both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.**TIENSIN LINE.**—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.**CALCUTTA LINE.**

S.S. "KUMSANG" will be despatched on or about Thursday, 4th Aug., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers	To Sail
H'HOW, PHOI & H'PHONG	K'angong	4th Aug. at 9 a.m.
SHANGHAI	Soochow	4th Aug. at noon.
LOILO	Tientsin	4th Aug. at 4 p.m.
WWEI, CHEFOO & TTSIN	Kueichow	5th Aug. at noon.
SHANGHAI & TSINGTAO	Suiyang	6th Aug. at 4 p.m.
SHAI & NEWCHWANG	Ichang	6th Aug. at 4 p.m.
SWATOW & SINGAPORE	Changchow	7th Aug. at 10 a.m.
SHANGHAI	Szechuen	9th Aug. at noon.
SHANGHAI	Sunning	11th Aug. at noon.
SHANGHAI & TSINGTAO	Chenan	13th Aug. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.**BANGKOK LINE.**—Weekly service to and from Bangkok via S'ow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong Aug. 2, 1921

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiching	A. H. Stewart	TUES., 2nd Aug. at 1 p.m.
Haikong	W. Cooper	FRI., 5th Aug. at 2 p.m.
Haichong	W. C. Passmore	TUES., 9th Aug. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Samarang Maru" ... Sailing on or about 21st Aug.

FOR JAPAN.

Ports of call:—Moj, Kobe, Osaka and Yokohama.

S.S. "Borneo Maru" ... Sailing on or about 9th August.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraphy.

For further particulars please apply to—

K. SUZUKI,

No. 5, Queen's Road Central.

Manager.

SHIPPING NEWS.**ICHANG-CHUNGKING REN.** There are now thirteen steamers engaged on the run between Ichang and Chungking. In 1912 there was one only.**U.S. BOARD TO SELL TWO****WOODEN SHIPS.**

The Shipping Board having decided to sell the fleet of 780 wooden ships, bids will be opened to-day (July 30).

YANGTZE RECORDS.

Mackenzie & Co.'s Loong-mow and the Robert Dollar Co.'s Alice Dollar appear to be vying with each other in reducing previous speed records on the Upper River.

NAVAL ARCHITECTURE FOR**MATES AND MASTERS.**

Captain J. W. Softley extra master and teacher of navigation at Ainslie's Navigation School, South Shields, has written a book containing an outline of all subjects in naval architecture required of candidates for Board of Trade certificates, also in the form of questions and answers. From a long experience in coaching students for their examinations the author opines that whatever subject the candidate has under study an illustration appeals to his interest and more quickly overcomes any technical difficulty.

FREE PORT QUESTION**AT DAIREN.**

With regard to the long pending issue whether or not the port of Dairen shall cease to be a free port, Governor Yamagata seems determined to maintain Dairen as a free port. This question bears a vital significance to the residents of the port. Most of what has raised Dairen to its present importance as a trade port is ascribed to its being a free port. The abolition of the free port system would seriously affect not only the prosperity of Dairen, but also the opening-up of Manchuria. Supposing that the free port system were to be replaced with another, similar to what now obtains at Tsingtao, the annual receipts from the stipulated share of the Customs revenue are unlikely to go above Y2,000,000. If it be to get this amount of annual receipts, some other source, which is far less objectionable, may be found.

WORKING HOURS IN SHIPS.A decision to make an experimental test of the effects of shorter hours of work at sea during the next voyages of a selected number of ships, reached by an international committee of shipowners and seamen, shows a great advance in the settlement of international labour problems by round-table discussion between employers and workers. This decision is a sequel to the mediation of M. Albert Thomas, director of the International Labour Office, between the International Shipping Federation and the International Seafarers' Federation. Figures were submitted at a meeting of the committee which has just been held in London, and it was decided to test the scheme experimentally on the next voyage of nine ships selected for the purpose—three ships in which the firemen and trimmers would be decreased; three ships in which there would be no change in the number of the crew; and three ships in which an increase would be necessary. *Journal of Commerce* (Liverpool).**PIONEER AUXILIARY SHIP.**

The famous auxiliary ship Royal Charter, little known nowadays except that she has given her name to the gale in which she was wrecked, started on her maiden voyage from Liverpool to Melbourne on April 16, 1856, and made a very good run out for such a ship in 59 days. She had been built at Sandycroft, in December, and belonged to the Liverpool and Australia Steam Navigation Company, who then possessed the famous "Great Britain." As many have doubt before and since, they believed that the most economical system of propulsion was sail with auxiliary engines, but as they had no desire to let the running costs run up unnecessarily they cut down the crew on deck as much as possible on account of the engineers and firemen. In order to handle her easily, therefore, they fitted her with double topsails on all three masts, and it is interesting to note that she was the first British ship to have this labour-saving device, although it had been quite familiar for some time on the other side of the Atlantic. With her engines and lifting propeller she contrived nine knots on trial, but with all sail drawing and a fresh breeze she romped along at fourteen without steam assistance.

